

Excerpts from the County of San Diego TIF Program Update (January 2008)

AN ORDINANCE TO AMEND THE SAN DIEGO COUNTY CODE RELATED TO  
THE TRANSPORTATION IMPACT FEE

The Board of Supervisors of the County of San Diego ordains as follows:

**Section 1.** The Board of Supervisors finds and determines that it is necessary to amend Sections 77.204, 77.207, and 77.208, 77.209, 77.210, 77.211, 77.213, 77.214, 77.215 and 77.217; to add Sections 77.208.1 and 77.208.2 and 77.210.1; and to repeal Section 77.212 of the San Diego County Code pertaining to the Transportation Impact Fee. The amendments made by this ordinance are intended to adjust language in the Transportation Impact Fee Ordinance.

**Section 2.** Section and 77.204 of the San Diego County Code of Regulatory Ordinances is hereby amended to read as follows:

**SEC. 77.204. DEFINITIONS.**

Whenever the following words are used in this Division, they shall have the meaning ascribed to them in this section.

- (a) AGRICULTURE means farming, crop production, or raising of poultry or livestock. Agricultural uses in this ordinance do not include residential facilities.
- (b) APPLICANT means developer or person seeking a development permit.
- (c) BUILDING PERMIT means a permit required by and issued pursuant to the Uniform Building Code.(d) CONSTRUCTION means design, performance of estimates, environmental assessments and studies, determination of fees, acquisition of right-of-way, administration of construction contracts and actual construction.
- (e) COUNTY means the County of San Diego, State of California.
- (f) COUNTY HEARING BODY means the County of San Diego, Board of Supervisors, Planning Commission, or any other official, board, or commission designated by the County for decision-making on discretionary actions.
- (g) DEVELOPER means the owner or developer of a development seeking a development permit.
- (h) DEVELOPMENT PERMIT means any discretionary permit, entitlement, approval for a development project, or any ministerial permit, including building permit, associated with the generation of traffic issued under any ordinance of the County.
- (i) DEVELOPMENT PROJECT or DEVELOPMENT means any activity described in Cal. Gov't Code §66000 of the Mitigation Fee Act.

- (j) DPW DIRECTOR means the County Director of the Department of Public Works, or his or her designee.
- (k) FEE means the fee as set forth in Section 77.208 of this Division.
- (l) FREEWAY RAMP means the interchange freeway ramps identified in the "County of San Diego Transportation Impact Fee Report Update" date January 2008.
- (m) FURNITURE STORE means a commercial facility for the sale of moveable articles such as tables, chairs, sofas, desks, or cabinets required for use or ornament in a residence, office, or the like.
- (n) GENERAL COMMERCIAL includes but is not limited to shopping centers, strip development and commercial clusters, retail sales facilities including grocery stores and department stores, convenience stores, auto sales and repair facilities, hardware and lumber stores, gardening and nursery stores, eating and drinking establishments including fast food restaurants, and any other retail uses other than furniture stores that are not specifically included in other TIF category definitions.
- (o) GENERAL INDUSTRIAL means facilities for manufacturing, processing, assembling, distribution services, laboratories for research and development, construction equipment sales and repair, and any industrial use other than warehouse and storage that are not specifically included in other TIF category definitions.
- (p) WAREHOUSING AND STORAGE means all types of warehouses or facilities with the primary purpose being to provide storage space.
- (q) NON-RESIDENTIAL means development that does not include residential uses.
- (r) OFFICE means facilities for administrative or professional services and includes but is not limited to hospitals, medical clinics, insurance sales, banks, savings and loans, and real estate services.
- (s) RESIDENTIAL means development composed of single-family dwellings, multi-family attached homes, condominiums and apartments, lodging including hotel rooms and time-share units, mobile homes, facilities for housing agricultural workers, retirement communities, and congregate care facilities for persons unable to care for themselves.
- (t) SCHOOLS mean institutions for instruction in a particular skill or field.(u) TIF means Transportation Impact Fee.
- (v) TIF AREA means the area lying within the boundaries designated on the TIF Area Map.

(w) TIF AREA MAP means a map showing the boundaries of each TIF Area. The TIF Area Map may be changed or periodically updated by action of the Board of Supervisors. The TIF Area Map is included as Figure 1 of the TIF Reports.

(x) TIF FACILITIES means the transportation facilities, or portions thereof, including intersections and traffic signals, identified in the TIF Reports, or future County approved alternatives that substantially fulfill the transportation needs identified and represented by a listed facility.

(y) TIF REGION means the area lying within the boundaries designated on the TIF Region Map.

(z) TIF REGION MAP means a map showing the boundaries of each TIF Region. The TIF Region Map may be changed or periodically updated by action of the Board of Supervisors. The TIF Region Map is included as Figure 2 of the TIF Reports.

(aa) TIF REPORTS means the "Fallbrook and Ramona Transportation Impact Fee Report" and the "County of San Diego Transportation Impact Fee Report" both dated January 2005 and adopted by the Board of Supervisors on April 13, 2005. Additionally, TIF REPORTS include the "County of San Diego Transportation Impact Fee TIF Program Update" dated January 2008. These reports shall be changed or periodically updated by action of the Board of Supervisors pursuant to Section 77.213 of this Division. The current adopted reports are on file with the Clerk of the Board.

(ab) WINERY means an establishment for producing wine and may include wine tasting rooms.

**Section 3.** Section 77.207 and 77.208 of the San Diego County Code of Regulatory Ordinances are hereby amended to read as follows:

**SEC. 77.207. ESTIMATED COSTS.**

The Board of Supervisors also finds that the total estimated costs effective through September 2004 and updated annually each January starting in January 2006, for all TIF Facilities within each said TIF Area are as set forth in the TIF Reports.

**SEC. 77.208. FEE ESTABLISHED.**

Pursuant to Cal. Gov't Code §§ 66000 et seq. of the Mitigation Fee Act, the fee set forth in said TIF Reports and Alternative Fee Schedules adopted by action of the Board of Supervisors shall be paid by development within the TIF Areas established herein. Instructions for estimating a project's TIF can be found on a link at:  
<http://www.sdcounty.ca.gov/dpw/land/tif.html>.

**Section 4.** Section 77.208.1 and 77.208.2 of the San Diego County Code of Regulatory Ordinances is hereby added to read as follows:

**SEC. 77.208.1. RESIDENTIAL TIF FEES**

The following are the Residential TIF Fees:

TIF AREA	COST PER SINGLE FAMILY DETACHED (SFD) RESIDENTIAL UNIT			
	Freeway Ramp	Local	Regional	Total per Unit
Alpine	\$150	\$1,812	\$3,294	\$5,256
Bonsall	\$41	\$6,312	\$5,942	\$12,295
Central Mountain	\$3	\$0	\$2,195	\$2,198
County Islands	\$150	\$0	\$3,294	\$3,444
Crest-Dehesa	\$150	\$1,008	\$3,294	\$4,452
Desert	\$3	\$312	\$2,196	\$2,511
Fallbrook	\$41	\$6,084	\$5,942	\$12,067
Jamul-Dulzura	\$150	\$2,184	\$3,294	\$5,628
Julian	\$3	\$0	\$2,195	\$2,198
Lakeside (includes Pepper Dr- Bostonia)	\$150	\$4,032	\$3,294	\$7,476
Mountain Empire	\$3	\$0	\$2,195	\$2,198
North County Metro	\$41	\$1,716	\$5,942	\$7,699
North Mountain	\$3	\$0	\$2,195	\$2,198
Otay	\$150	\$660	\$3,294	\$4,104
Pala-Pauma	\$41	\$1,176	\$5,942	\$7,159
Pendleton-De Luz	\$41	\$8	\$5,942	\$5,991
Rainbow	\$41	\$4,464	\$5,942	\$10,447
Ramona	\$3	\$5,940	\$2,196	\$8,139
San Dieguito	\$41	\$3,240	\$5,942	\$9,223
Spring Valley	\$150	\$660	\$3,294	\$4,104
Sweetwater	\$150	\$1,308	\$3,294	\$4,752
Valle De Oro	\$150	\$4,608	\$3,294	\$8,052
Valley Center	\$41	\$2,568	\$5,942	\$8,551

To determine the TIF for other residential land uses other than single-family detached (SFD) residential units, the following formula shall be used:

- (1) Multi-family attached home, condominium, apartment, lodging including hotel rooms and time-share units, and accessory apartment (granny flat): 67% of SFD fee per unit
- (2) Mobile home, agricultural labor residential (non-primary residence), and retirement community: 33% of SFD fee per unit
- (3) Congregate Care Facility for persons unable to care for themselves: 20% of SFD fee per unit

Mixed-use development incorporating non-residential and residential uses shall have the non-residential TIF computed as shown in Section 77.208.2, and the total TIF amount shall be the non-residential TIF amount plus the applicable unit costs for any residential units. Adjustment of fees may be made pursuant to Section 77.213 of this Division.

Credits and reductions for residential development:

After calculation of a development's total residential TIF, applicants can subtract amounts including but not limited to the following credits and reductions:

Direct Impact Mitigation:

For residential developments, applicants may receive credit up to their total TIF obligation for direct impact mitigation improvements to a TIF facility. For direct impact improvement costs greater than the total TIF obligation, a reimbursement agreement for cash or credit will be allowed prior to construction of the improvements pursuant to Section 77.210, Section 77.210.5, and Section 77.211. Allowable costs for TIF facility improvements include Design, Civil Engineering, Soils Engineering, Landscape Architecture, Surveying, Bonds, Construction Management and Inspection, Permits, Off-Site Environmental Mitigation and associated costs for monitoring, Acquisition of Off-Site Right-of-Way, Utility Engineering/ Coordination, Environmental Consulting, and other project costs as allowed by the DPW Director in addition to construction costs. On-Site Right-of-Way and On-Site Environmental Mitigation are not eligible for TIF credit. Direct impact mitigation eligible for TIF credit shall include improvements which result in capacity improvements to a TIF facility including but not limited to new road construction, widening of an existing road, construction or improvement of intersections, through lanes and turn lanes, and construction or modification of signalization at intersections.

**Alternative TIF Facilities:**

For residential developments, applicants that can demonstrate in a traffic study approved by the County that their direct improvements constructed on a non-TIF facility will reduce trips and increase capacity of TIF facilities may receive credit toward their project's TIF obligation. An example of an alternative TIF facility could be a non-TIF road that runs parallel to a TIF facility. If improvements on the parallel non-TIF road can be shown to remove trips from or otherwise enhance operation of the parallel TIF facility, then the non-TIF improvements may be eligible for TIF credit. These improvements on alternative TIF facilities that increase capacity of TIF facilities may be considered for credit in the same way as Direct Impact Mitigation on TIF facilities.

**Previously Mitigated Residential Project:**

Residential development projects which have mitigated cumulative impacts prior to implementation of the TIF may receive credit toward the TIF. Project applicants requesting adjustment of the adopted fee must have completed a cumulative traffic study and already fully mitigated cumulative impacts. Applicants claiming exemption from the fee must demonstrate to the County that all cumulative impacts were clearly identified, through a cumulative traffic study, and fully mitigated through physical improvements or contribution to future road network improvements in an amount equal to the fee. Projects that analyzed cumulative impacts through a cumulative traffic study and mitigated for cumulative impacts may submit previous traffic studies to the County for consideration of a TIF credit. Amount of credit granted will be proportional to past mitigation compared to mitigation required by TIF. If the project has changed from the time of original approval so that the proposed use is now more impactful to traffic, applicants must pay a portion of the TIF equal to the cumulative impact increase. If the project mitigated to the full extent of the TIF required mitigation, then full credit up to the project's TIF obligation will be granted.

For approved projects with identified cumulative mitigation measures that have not yet been implemented, the County may, at its option and, upon further environmental review if necessary, require either completion of the originally identified mitigation or payment of the TIF.

**Opt out:**

In lieu of paying the TIF, a developer may choose to prepare cumulative traffic studies in accordance with the new CEQA guidelines then in effect, which no longer recognize de minimus findings, and construct appropriate mitigation. The cumulative traffic analysis must be approved by the DPW Director or his designee prior to construction of such mitigation.

**SEC. 77.208.2. NON-RESIDENTIAL TIF FEES**

The following are Non-Residential General Commercial TIF Fees:

General Commercial TIF fee = Cost per 1,000 Square Foot multiplied by the Facility  
Floor Square Footage divided by 1,000

TIF AREA	COST PER 1,000 SQUARE FOOT FOR GENERAL COMMERCIAL			
	Freeway Ramp	Local	Regional	Total
Alpine	\$467	\$5,426	\$3,342	\$9,235
Bonsall	\$108	\$18,901	\$2,946	\$21,955
Central Mountain	\$9	\$0	\$5,066	\$5,075
County Islands	\$467	\$0	\$5,534	\$6,001
Crest-Dehesa	\$467	\$3,018	\$4,312	\$7,797
Desert	\$9	\$934	\$5,067	\$6,010
Fallbrook	\$108	\$18,217	\$3,234	\$21,559
Jamul-Dulzura	\$467	\$6,539	\$2,874	\$9,880
Julian	\$9	\$0	\$5,066	\$5,075
Lakeside (includes Pepper Dr- Bostonia)	\$467	\$12,073	\$647	\$13,187
Mountain Empire	\$9	\$0	\$5,066	\$5,075
North County Metro	\$108	\$5,138	\$8,516	\$13,762
North Mountain	\$9	\$0	\$5,066	\$5,075
Otay	\$467	\$1,976	\$4,743	\$7,186
Pala-Pauma	\$108	\$3,521	\$9,163	\$12,792
Pendleton-De Luz	\$108	\$36	\$10,564	\$10,708
Rainbow	\$108	\$13,367	\$5,174	\$18,649
Ramona	\$9	\$16,026	\$0	\$16,035
San Dieguito	\$108	\$9,702	\$6,647	\$16,457
Spring Valley	\$467	\$1,976	\$4,743	\$7,186
Sweetwater	\$467	\$3,916	\$3,916	\$8,299



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Valle De Oro	\$467	\$13,762	\$0	\$14,229
Valley Center	\$108	\$7,689	\$7,474	\$15,271

To determine the TIF for other non-residential commercial and industrial land uses other than general commercial, the following formula shall be used:

- (1) Furniture Stores: 14% of general commercial fee
- (2) General Industrial: 37% of general commercial fee
- (3) Storage, Warehousing, Wineries, Non-residential Agricultural: 14% of general commercial fee
- (4) Offices: 56% of general commercial fee
- (5) Schools and Government/Institutional: 32% of general commercial fee

The non-residential TIF fee shall be computed based on the applicable TIF rate for the primary use of a building or the primary use of each individual storefront for mixed use buildings. Ancillary or support spaces such as management offices in a retail store, storage space in an office building, or offices in an industrial facility will not be separated for computing the TIF. Mixed use buildings with distinct and separate storefronts for multiple businesses will have their TIF computed based on the applicable TIF rate of each distinct and separate storefront. For example, a strip mall with retail stores and office uses such as a bank and a medical office would be charged the general commercial rate for the retail stores and the offices TIF rate for the bank and medical office. Mixed-use development incorporating non-residential and residential uses shall have the residential TIF computed as shown in Section 77.208.1, and the total TIF amount shall be the non-residential TIF amount plus the applicable unit costs for any residential units. Adjustment of fees may be made pursuant to Section 77.213 of this Division.

Credits and reductions for non-residential development.

Direct Improvement Credits for non-residential developments have already been included in the County's overall program for non-residential TIF rates, so direct improvement costs shall not be used as a TIF credit or reduction for non-residential development.

Previously Mitigated Non-Residential Project:

Non-residential development projects which have mitigated cumulative impacts prior to implementation of the TIF may receive credit toward the TIF. Project applicants requesting adjustment of the adopted fee must have completed a cumulative traffic study

and already fully mitigated cumulative impacts. Applicants claiming exemption from the fee must demonstrate to the County that all cumulative impacts were clearly identified, through a cumulative traffic study, and fully mitigated through physical improvements or contribution to future road network improvements in an amount equal to the fee. Projects that analyzed cumulative impacts through a cumulative traffic study and mitigated for cumulative impacts may submit previous traffic studies to the County for consideration of a TIF credit. Amount of credit granted will be proportional to past mitigation compared to mitigation required by TIF. If the project has changed from the time of original approval so that the proposed use is now more impactful to traffic, applicants must pay a portion of the TIF equal to the cumulative impact increase. If the project mitigated to the full extent of the TIF required mitigation, then full credit up to the project's TIF obligation will be granted.

For approved projects with identified cumulative mitigation measures that have not yet been implemented, the County may, at its option and, upon further environmental review if necessary, require either completion of the originally identified mitigation or payment of the TIF.

Opt out:

In lieu of paying the TIF, a developer may choose to prepare cumulative traffic studies in accordance with the new CEQA guidelines in effect, which no longer recognize de minimus findings, and construct appropriate mitigation. The cumulative traffic analysis must be approved by the DPW Director or his designee prior to construction of such mitigation.

**Section 5.** Section 77.209 and 77.210 of the San Diego County Code of Regulatory Ordinances are hereby amended to read as follows:

**SEC. 77.209. PAYMENT OF FEES.**

The fees required pursuant to this Division are intended to mitigate cumulative traffic impacts and shall be paid to the County as a condition of approval of a development permit, including a building permit. For development projects that require both discretionary and building permits, the fees shall be paid no later than time of building permit issuance. If the fee is paid prior to the time of building permit issuance and the amount of the fee increases, then the additional fee amount must be paid before the building permit is issued. If the fee is paid prior to time of building permit issuance and the amount of the fee is reduced, then at the time the building permit is issued, a TIF refund will be provided to the applicant. Once a building permit is issued, the amount of the fee is set and will not be adjusted by subsequent increases or decreases to the TIF rates. In the case of discretionary permits that will not involve a building permit but which will generate additional traffic, payment of the fee shall be recommended as a condition of permitting to the decision-making body that would approve such permit.

**SEC. 77.210. DEVELOPER CONSTRUCTION OF TRANSPORTATION FACILITIES.**

For direct impact mitigation improvement costs on a TIF facility for residential projects, a developer is entitled to compensation and may request a credit for its TIF obligation and a reimbursement for allowable costs greater than the project's TIF obligation. Whenever a developer of a residential or non-residential development project would be required by application of County ordinance or policy, as a condition of approval of a development permit to construct or finance the construction of a portion of a TIF Facility in addition to their direct impact mitigation, the County may impose an additional requirement that the developer install the improvements with supplemental size, length or capacity in order to ensure efficient and timely construction of the transportation facilities network. Similarly, when residential or non-residential development project impacts create an accelerated need for transportation improvements in addition to the project's direct improvements, the County may require accelerated construction of TIF Facilities to assure project conformance with California Environmental Quality Act (CEQA). If such a requirement for supplemental or accelerated facilities is imposed, the developer will be entitled to compensation for eligible construction costs that exceed the total TIF fee required for the developer's project. The developer may request cash reimbursement, or a credit against current or future TIF fees, for work to be done or paid for by the developer, and said request shall be submitted in writing to the DPW Director prior to construction of the improvements. The County will enter into either a cash reimbursement agreement as shown in Section 77.210.5 or a credit reimbursement agreement as shown in Section 77.211 with the developer prior to construction of the improvements.

(a) The reimbursement request shall contain a description of the project with a detailed cost estimate that itemizes those allowable costs of the construction attributable to construction of TIF Facilities and excludes any work attributable to non-TIF facilities. Estimated cost of the facility will be based on the County's current-year Department of Public Works Unit Price List. The estimate is preliminary and the amount of reimbursement or credit against fees is subject to final determination by County's designee. Additional information shall be provided to the County by the developer upon request of the County.

(b) The developer is also required to:

- i. Prepare plans and specifications for approval by the County;
- ii. Secure and dedicate any right-of-way required for the transportation facility project;
- iii. Secure all required permits and environmental clearances necessary for the transportation facility project;
- iv. Provide performance bonds for 100 percent of the value of the transportation facility project;

- v. Pay all fees and costs for construction of the transportation facility project.
- (c) The County will not be responsible for any of the up-front costs of constructing the transportation facility project. The developer shall advance all necessary funds to construct the transportation facility project. Allowable reimbursable costs include cost of Design, Civil Engineering, Soils Engineering, Landscape Architecture, Surveying, Bonds, Construction Management and Inspection, Permits, Off-Site Environmental Mitigation and associated costs for monitoring, Acquisition of Off-Site Right-of-Way, Utility Engineering/ Coordination, Environmental Consulting, and other project costs as allowed by the DPW Director in addition to construction costs. On-Site Right-of-Way and On-Site Environmental Mitigation will not be reimbursed.
- (d) The developer shall make all reasonable efforts to secure at least three qualified and responsible bids for work to be done and shall award the construction contract to the lowest qualified bidder. In the event three or more qualified and responsible bids cannot be obtained, then the developer may still award the construction contract if the DPW Director determines the lowest qualified bid is reasonable. Should the construction contract be awarded to a qualified bidder who did not submit the lowest bid for the transportation facility project portion of the contract, the developer will only receive Transportation Impact Fee reimbursement or credit based on the lowest responsible bid for the transportation facility portion of the contract. The developer is allowed to combine the supplemental work with other work being completed for the project in order to obtain the most competitive bids, but costs of the TIF improvement must be segregated within such bids.
- (e) All bids must be reviewed by the County prior to contract award. If the lowest bid received exceeds the total estimated cost of the facility, the County may require the developer to obtain a revised bid or, if necessary, submit a redesign of the facility to bring the cost into the estimated range. If the total actual cost of construction is less than the total estimated cost of the facility, then the developer shall be reimbursed for his actual allowable costs.
- (f) When all TIF facility improvement work has been completed to the satisfaction of the County, the developer shall submit verification of payments made for the construction of the transportation facility project to the County. The County's designee shall make the final determination relative to expenditures that may be eligible for credit or cash reimbursement.
- (g) If the amount of the applicable credit is less than the deferred fee obligation and the TIF Fee is otherwise due and payable, then the developer shall have 30 days to pay the deferred fee. If the deferred fees are not paid within the 30-day period, the County may make a demand against the security and apply the proceeds to the fee obligation.
- (h) Prevailing Wage is Applicable. Current applicable prevailing wage is required to be paid for all construction work under either a Cash Reimbursement Agreement or a

Credit Reimbursement Agreement, and bid documents for construction of the Improvements shall include a requirement that such prevailing wages be paid.

**Section 6.** Section 77.210.1 of the San Diego County Code of Regulatory Ordinances is hereby added to read as follows:

**SEC.77.210.1 DEVELOPER REIMBURSEMENT AGREEMENT CASH PAYMENTS**

For Developer Reimbursement Agreements for cash reimbursement as described in Sec 77.210, the maximum term of any reimbursement agreement shall be twenty- five (25) years or until reimbursements or credits have been issued in full, whichever occurs first. After twenty-five years, the agreement will expire regardless of whether or not necessary TIF revenues have been collected to reimburse all costs. Cash reimbursements for Developer Reimbursement Agreements will be made from available TIF funds as follows:

(a) Payments shall be made quarterly within 21 days after the end of each calendar quarter from available freeway ramp, local or regional TIF revenue in the applicable TIF Account.

(b) Definitions for Cash Reimbursement Payments.

i. Available TIF Revenue means TIF Fees paid into the applicable local or regional TIF Account during a calendar quarter plus any accumulated TIF Revenue remaining from prior to the quarter.

ii. Developers TIF Reimbursement means payment from the applicable local or regional TIF Account due and payable to Developers pursuant to Reimbursement Agreements for which Reimbursement Amounts have been determined prior to or during the calendar quarter.

iii. County TIF Reimbursement means TIF-eligible project costs during a calendar quarter for TIF Facility projects being accomplished by the County.

iv. Quarterly TIF Payments means Developer TIF Reimbursements and County TIF Reimbursements that become due for a calendar quarter (January 1 to March 31, etc).

(c) Proportionality of Cash Reimbursements to Developers and to the County.

i. If eligible Developers or County TIF Reimbursements are both less than 50% of the Available TIF Revenue, then Developers and County shall each be fully reimbursed.

ii. If both Developers and County have eligible TIF reimbursements that exceed 50% of a quarter's Available TIF Revenue, then 50% of the revenue shall be allocated to Developers and 50% to County.

iii. If either Developers or County have eligible TIF Reimbursements that are less than 50% of the Available TIF Revenue and the other has eligible TIF Reimbursements that exceed 50% of the Quarter's Available TIF Revenue, then the one having less than 50% shall receive full reimbursement and the other shall receive up to the amount due from all remaining Available TIF Revenue regardless of whether it exceeds 50%.

(d) Proportionality of Quarterly Reimbursements of available TIF Revenue among multiple Developers

i. For determining payments, 50% of TIF Revenue available for reimbursements to Developers shall be allocated based on the Initial Amount Owed to each Developer and 50% shall be allocated based on Initial Ratio of Actual Cost of Improvements to TIF Obligation.

ii. Initial Amount Owed. Allocation to each Developer for whom payment are due each quarter shall be based on the ratio for the Developer's initial Reimbursement Amount to the total of all Developers' initial Reimbursement Amounts for whom payments are due for the quarter. As an example, if there are three developers eligible for TIF Reimbursements from a TIF Account for a particular quarter, and the initial Reimbursement Amounts for Developers A, B, and C are \$5,000,000, \$15,000,000, and \$30,000,000 respectively, then 50% of available TIF revenue to be allocated to Developers shall be proportioned as follows:

Developer A receives \$5 million/\$50 million = 10%

Developer B receives \$15 million/\$50 million = 30%

Developer C receives \$30 million/\$50 million = 60%

iii. Initial Ratio of Actual Cost to Improvements to TIF Obligation . Allocation to each Developer for whom payments are due each quarter shall be based on the ratio of the Developer's Actual Cost of Improvements to that Developer's TIF Obligation. For example, if there are three developers eligible for TIF Reimbursements from a TIF Account for a particular quarter, and the initial ratio of Actual Cost of Improvements to TIF Obligation are as follows:

Developer A      Initial Actual Cost of Improvements = \$5 million

TIF Obligation = \$2.5 million

Ratio = \$5 million/\$2.5 million = 2

Developer B      Initial Actual Cost of Improvements = \$55 million

TIF Obligation = \$1 million

$$\text{Ratio} = \$15 \text{ million} / \$1 \text{ million} = 15$$

Developer C      Initial Actual Cost of Improvements = \$30 million

$$\text{TIF Obligation} = \$10 \text{ million}$$

$$\text{Ratio} = \$30 \text{ million} / \$10 \text{ million} = 3$$

Then the remaining 50% of available TIF revenue to be allocated to developers shall be proportioned as follows:

$$\text{Developer A} = 2 / (2 + 15 + 3) = 10\%$$

$$\text{Developer B} = 15 / (2 + 15 + 3) = 75\%$$

$$\text{Developer C} = 3 / (2 + 15 + 3) = 15\%$$

(e) **Adjustments to Unpaid Reimbursement Balance.** Upon each anniversary of the date that the first reimbursement payment became due under a Reimbursement Agreement, the unpaid balance shall be adjusted to reflect the lesser of an annual interest rate of 2% or increases, if any, in the Los Angeles Construction cost Index (CCI), referenced in Section 77.213, but annual interest shall be no less than 1%. The balance adjustment shall commence on the date the Reimbursement Amount became due and end on the date on which the final Incremental Reimbursement Payment is received by the Developer. All reimbursement payments will be provided to the Developer at the address provided in the Reimbursement Agreement, and the address may be changed in writing by the Developer.

(f) **Prevailing Wage is Applicable.** Current applicable prevailing wage is required to be paid for all construction work under the Agreement, and bid documents for construction of the Improvements shall include a requirement that such prevailing wages be paid.

**Section 7.** Section 77.211 of the San Diego County Code of Regulatory Ordinances is hereby amended to read as follows:

**SEC. 77.211. DEVELOPER TIF CONSTRUCTION CREDITS.**

When a transportation facility, or portion thereof, as described in the TIF Reports, or when an alternative TIF Facility as described in Section 77.208.1 is constructed by the developer through a written agreement with the County as described in Section 77.210, the County shall grant either cash reimbursements as shown in Section 77.210.5 or construction credits. Construction credits will be limited to the total actual allowable costs. When a developer chooses to receive construction credits, the developer must request credit reimbursement from the County to initiate this process, and the terms of construction credit issuance will be described in a written credit reimbursement

agreement between the developer and the County. The County will incrementally apply credit which the developer has accrued against the developer's TIF obligations in lieu of collecting the required Transportation Impact Fees as each building permit is issued based upon the fee schedule in effect at the time of the building permit issuance. Construction credits are transferable, at the holder's sole and absolute discretion, but may only be applied within the same TIF Region in which the facilities were constructed. TIF Facility credit will not be given for non-TIF facilities, unless such facilities are approved by County as an alternative to a listed TIF facility.

**Section 8.** Section 77.212 of the San Diego County Code of Regulatory Ordinances is hereby repealed:

**Section 9.** Section 77.213, 77.714, and 77.215 of the San Diego County Code of Regulatory Ordinances are hereby amended to read as follows:

**SEC. 77.213. ADJUSTMENT OF FEES.**

The fees established by Section 77.208.1 and Section 77.208.2 hereof have been established based in part on estimated costs to construct TIF Facilities as of September 2004 and updated annually starting in January 2006. The amount of the fee shall be adjusted annually on January 1st of each year. Said adjustment shall be based on the following criteria:

(a) The one-year change (from September to September) in the Los Angeles Construction Cost Index as determined by *Engineering News Record* published by McGraw Hill Publishing Company, or any successor thereof, or an increase of 2.0%, whichever is more. The Board of Supervisors shall review the fee annually as required by Government Code Section 66006 and the adjustments shall not exceed the percentage increase set forth in the Los Angeles Construction Cost Index or an increase of 2.0%, whichever is more. Adjustments to the fees based upon the Construction Cost Index shall be automatic and shall not require further action of the Board of Supervisors.

(b) Changes in the type, size, location or cost of the transportation facilities (if any) to be financed by the fee, changes in land use designations in the County's general plan, and upon other sound engineering, financing and planning information. Adjustments to the fees resulting from the above reviews may be made by resolution amending the fee schedules contained in the TIF Reports and subject to the notice and public meeting requirements of Government Code Section 66016.

The Board of Supervisors may reduce the fee by up to 50% for a specific project if it determines there are public financial benefits that warrant such a reduction, and funding to replace the excused fee amounts is committed as part of such action. The Board of Supervisors may create a zone of "reduced impact fees" to encourage growth within that area by supplementing public funds to replace fees in the same amount that would have been collected as such growth occurred.



**SEC. 77.214. USE OF FEES.**

Fees collected hereunder in satisfaction of the local portion of the total TIF rate, as set forth in Section 77.208.1 and Section 77.208.2 of this Division, shall be segregated into a TIF Facilities fund with an interest-bearing account established for each TIF Area, and the funds therein and interest accruing thereto shall be expended solely for the construction or reimbursement for construction of TIF Facilities within the TIF Area from which the fees comprising the fund were collected. Fees collected hereunder in satisfaction of the regional portion of the total TIF rate, as set forth in Section 77.208.1 and Section 77.208.2 of this Division, shall be segregated into a TIF Facilities fund with an account established for each TIF Region, and the funds therein and interest accruing thereto shall be expended solely for the construction or reimbursement for construction of TIF Facilities within the TIF Region from which the fees comprising the fund were collected. These fees may also be used to reimburse the County for TIF Facilities constructed by the County with funds from other sources. Fees collected hereunder in satisfaction of the freeway/interchange ramps portion of the total TIF rate, as set forth in Section 77.208.1 and Section 77.208.2 of this Division, shall be segregated into a TIF Facilities fund with an account established for each TIF Freeway/Interchange Ramp Region, and the funds therein and interest accruing thereto shall be expended solely for the construction or reimbursement for construction of TIF Interchange Ramp Facilities within the TIF Region from which the fees comprising the fund were collected.

TIF Facilities and funds shall be identified in a Department of Public Works Detailed Work Program, which includes capital improvements and other transportation related expenditures. The TIF facilities within the Detailed Work Program (DWP-TIF) will be presented for Board approval as part of the annual budget approval process. TIF Facilities funds within the DWP-TIF will not be co-mingled with other project funds to ensure that revenues and expenditures are solely and exclusively used for TIF Facility construction. However, these funds may be augmented by other sources, if available, in order to complete TIF Facility projects.

Expenditure for interim improvements that provide incremental progress and measurable benefits, such as increased capacity or traffic flow, will be allowed. These interim improvements will be consistent with the long-term objectives of full TIF facility construction as determined by the DPW Director. When recommended by the DPW Director, interim improvements will be identified in the DWP- TIF and expenditures from the TIF Facilities funds will be authorized commensurate with DWP-TIF approval. In selecting which specific road improvements shall be recommended, priority shall be given to those roads that serve projects that have paid impact fees.

**SEC. 77.215. APPLICABILITY.**

This Division shall apply to all development permits, including building permits, associated with the generation of traffic through new construction or expansion of an existing facility that add square footage space to a facility, as determined by the County.

However, examples of building permits to which this Division shall not apply, include but are not limited to:

- (a) Alterations, improvements, or additions to an existing single family dwelling, or rebuilding of a destroyed single family dwelling that does not change its classification of occupancy.
- (b) Apartment to condominium conversions.
- (c) Interim or Temporary Use Permits of three years or less complying with requirements of Section 77.217.
- (d) Permitted Home businesses such as child day care in a residential unit and other business uses allowed within a residence.
- (e) Tenant Improvements to existing non-residential facilities including changes of occupancy or changes in use for an existing facility.
- (f) Minor expansions to existing non-residential facilities. Minor expansions for purposes of this ordinance refer to expansions that increase the total floor space of a facility by no more than 1,000 square feet. Expansions of greater than 1,000 square feet would require payment of TIF for all additional floor space beyond the initial 1,000 square foot expansion. For example, an existing facility that expands from 10,000 square feet to 20,000 square feet would have a TIF obligation based on 9,000 square feet. To prohibit incremental expansions to avoid payment of the TIF, any prior expansions over the preceding five years will be considered part of the current expansion.
- (g) Rebuilding of a destroyed non-residential facility that does not increase floor space greater than 1,000 square feet. Expansions of greater than 1,000 square feet would require payment of TIF for all additional floor space beyond the initial 1,000 square foot expansion.
- (h) Uncovered outdoor areas for tables or seating for a café or restaurant that do not require a building permit.
- (i) Accessory buildings such as non-commercial garages, barns, sea containers, workshops at residences, and non-residential agricultural buildings (agricultural labor dwellings are not exempt).
- (j) Signs, water tanks, propane tanks, other liquid tanks, fuel pumps including gasoline station pumps, wells, or similar structures.

The Director of Public Works is authorized to prepare and maintain a list of all permits types to which the fee will apply.

This Division shall not exempt any new development except as required by state or federal law. In cases where a development is specifically exempt by law from this Division, but said development has transportation impacts required to be mitigated by CEQA, the County can accept TIF payment for mitigation purposes.

The requirement of this chapter shall not apply to projects for which fees for an unexpired building plan check were paid on or before March 29, 2005 regardless of whether they obtain their building permit prior to the effective date of this ordinance.

**Section 10.** Section 77.217 of the San Diego County Code of Regulatory Ordinances is hereby amended to read as follows:

**SEC. 77.217. WAIVER.**

A development which is designed and intended as a temporary use (3 years or less) and which is conducted in facilities which are, by their nature, short- term interim facilities such as a portable or modular building (including mobile homes, trailers, etc.) may apply to the DPW Director for a TIF fee waiver. The DPW Director shall have the authority to grant such waivers.

**Section 11.** Effective Date. This Ordinance shall take effect and be in force sixty (60) days after the date of its passage, and before the expiration of fifteen (15) days after its passage, a summary shall be published once with the names of the members voting for and against the same in \_\_\_\_\_, a newspaper of general circulation published in the County of San Diego.



# COUNTY OF SAN DIEGO

## LAND USE AGENDA ITEM

### BOARD OF SUPERVISORS

GREG COX  
First District

DIANNE JACOB  
Second District

PAM SLATER-PRICE  
Third District

RON ROBERTS  
Fourth District

BILL HORN  
Fifth District

**DATE:** January 30, 2008

**TO:** Board of Supervisors

**SUBJECT:** AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT FEE AND ADOPT A RESOLUTION FUNDING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Districts: All)

### SUMMARY:

#### Overview

The California Environmental Quality Act (CEQA) was changed in 2002 as a result of a court case which eliminated the "de minimus" exception to the requirement that development projects consider cumulative impacts. In response to this change in State law, on April 20, 2005 (10), your Board adopted an interim Transportation Impact Fee (TIF) to provide developers a mechanism for complying with requirements of CEQA related to identification and mitigation of cumulative traffic impacts. The program allows developers to contribute a fair share to fund infrastructure improvements needed to serve their projects. TIF funds, when combined with public funds to correct existing capacity deficiencies, help to ensure the public has a transportation system that operates at an acceptable level of service throughout the unincorporated County.

On November 7, 2007 (1), your Board directed the Chief Administrative Officer to address a series of questions about the TIF, incorporate these findings into the County's TIF review, and bring back TIF program recommendations to encourage commercial and industrial development in the unincorporated areas of San Diego County.

This item is a request to adopt an ordinance amending the Transportation Impact Fee Ordinance. Amendments will allow for 1) reduced TIF rates and simplified process for determining the fee for commercial and industrial projects, 2) reduced or marginally increased TIF rates for residential projects, 3) inclusion of freeway interchange ramps, and 4) clarified language related to road network elements and reimbursement agreements.

As a result of a TIF study performed for this proposed action, the amount of funding required for County TIF facilities has been reduced from \$1,054 million to \$826 million which is a reduction of \$228 million to the revenue necessary to fully fund the TIF

**SUBJECT: AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT FEE AND ADOPT A RESOLUTION FUNDING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Districts: All)**

program. The net result of these proposed actions is an average 40% reduction in TIF rates for non-residential development projects and a significantly simplified procedure for determining a project's fee. For residential projects, proposed rate changes range from a reduction of 28% to an increase of 3.5% or less. Adjustments similar to those used for non-residential uses were applied where possible. To simplify and expedite determination of a non-residential project fee, the following changes are proposed:

- The fee will be calculated in one step by multiplying the proposed project's gross floor area by a cost per square foot.
- The number of non-residential land uses for which trip generation rates are proposed will be reduced from over 100 to six to reduce the subjectivity associated with determining the applicable trip generation factor.
- Non-residential rates will be reduced across the board rather than requiring a project-by-project offset calculation based on engineering estimates of eligible direct mitigation improvements.

This item also includes a resolution providing for Regional Transportation Congestion Improvement Program funding to confirm compliance with the TransNet Extension Ordinance approved on November 2, 2004. Starting on July 1, 2008, the County must exact \$2,000 from new developments for each newly constructed residential unit in the unincorporated areas to fund the Regional Transportation Congestion Improvement Program. Collection of TIF as proposed will satisfy the County's obligations under this Program, so no new fee or fee increase associated with the requirement is necessary. Once approved, this resolution will be submitted to SANDAG's Independent Taxpayer Oversight Committee for review by April 1, 2008.

**Recommendation(s)**

**CHIEF ADMINISTRATIVE OFFICER**

1. Find that proposed action is exempt from requirements of the California Environmental Quality Act (CEQA), as specified in Section 15273(a)(4) of CEQA Guidelines, as fees collected from this action will be used for transportation infrastructure necessary to maintain service within existing service areas and collection of these fees will not result in a direct or reasonably foreseeable indirect physical change to the environment. Before the location and extent of transportation improvement projects are finalized by future County actions, alternatives, environmental impacts and mitigation will be addressed.
2. Approve introduction (first reading), read the title and waive further reading of an ordinance entitled:

**AN ORDINANCE TO AMEND THE SAN DIEGO COUNTY CODE RELATED TO THE TRANSPORTATION IMPACT FEE**

**SUBJECT: AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT FEE AND ADOPT A RESOLUTION FUNDING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Districts: All)**

Submit the Ordinance for further Board consideration and adoption (second reading) on February 27, 2008.

3. Adopt a resolution entitled Resolution of The County of San Diego Board of Supervisors Adopting a Funding Program for Regional Transportation Congestion Improvement Program.
4. Direct the Chief Administrative Officer to return to the Board with recommended TIF amendments, upon adoption of the General Plan Update or any other significant modification to the General Plan, to assure TIF is aligned with any changes to the Circulation Element.

**Fiscal Impact**

The requested actions, to adopt Transportation Impact Fees ordinance changes and to adopt a Funding Program for Regional Transportation Congestion Improvement Program, will have no current year fiscal impact and will require no additional staff years. Both programs will provide revenue to help the County mitigate the impacts of new development on the County's roads.

**Business Impact Statement**

Approval of these fees will provide developers a mechanism for complying with requirements of CEQA related to identification and mitigation of cumulative traffic impacts. The program will allow developers to contribute a fair share to fund infrastructure improvements needed to serve their projects. The proposed actions will result in an average 40% reduction in TIF rates for non-residential development projects and a significantly simplified procedure for determining a project's fee. These actions should encourage commercial and industrial development in the unincorporated areas of San Diego County. For residential projects, to keep the TIF program viable for CEQA cumulative impact mitigation purposes, while adding freeway cumulative impacts and, where possible, applying some of the same adjustments described above for non-residential rates, the proposed rate changes range from a reduction of 28% to an increase of 3.5% or less.

**Advisory Board Statement**

Draft work products were reviewed with stakeholders and interested parties, and input received during this process was considered in the program reports.

**BACKGROUND:**

On April 20, 2005 (10), the Board adopted the Transportation Impact Fee (TIF) for all communities in the unincorporated county to provide construction funding for transportation facilities needed to support traffic generated by new development. Since then, there have been two amendments to the Ordinance: On October 19, 2005 (8), to add a segment of State Route 76 to the North Region, and on December 7, 2005 (3), to clarify language. On November 7, 2007

**SUBJECT:** AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT FEE AND ADOPT A RESOLUTION FUNDING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Districts: All)

(1), your Board directed the Chief Administrative Officer to address each question provided in the Board letter; incorporate these findings into the County's TIF review; and bring back to the Board of Supervisors recommendations that will change the TIF program to encourage commercial and industrial development in the unincorporated areas of San Diego County.

#### **TIF Update Methodology**

The County of San Diego Transportation Impact Fee Report Update is based on the methodology and land use assumptions outlined in the original TIF Reports. The TIF program was evaluated to determine potential TIF road network cost savings, to consider other revenue sources, and to review other program changes needed to simplify the overall TIF process. To address the need for projects to mitigate cumulative impacts to freeway interchanges, this update adds freeway ramp improvements to the TIF program. To resolve questions regarding definition of some TIF facility segments, additional detail is provided to clarify roadway segments included in the TIF program. As a result of a TIF study performed for this proposed action, the amount of funding required for County TIF facilities has been reduced from \$1,054 million to \$826 million which is a reduction of \$228 million to the revenue necessary to fully fund the TIF program.

The fee will be calculated in one step by multiplying the proposed project's gross floor area by a cost per square foot. To reduce subjectivity associated with determining which trip generation factor is applicable to a project, the number of non-residential land uses for which rates are proposed will be reduced from over 100 to six. Non-residential rates will be reduced across the board rather than requiring a project-by-project offset calculation based on engineering estimates of direct mitigation improvements. Non-residential rate reductions are achieved through cost reductions from planned adjustments to public road standards, removing direct impact construction costs, aligning TIF facilities with the most recent General Plan Update road network, and applying approximately \$5.5 million of annual future development capacity expected to result from capital projects constructed primarily to address existing deficiencies.

For non-residential (commercial and industrial) projects, this proposed update replaces the current multiple step fee determination procedure, which consists of calculating the number of vehicle trips (as determined by applying a trip generation factor or traffic study), multiplying the number of trips by the TIF program cost per trip, and then reducing the calculated result by the value of eligible direct impact mitigation costs based on engineering cost estimates of improvements required to mitigate the project's direct impacts.

For residential projects, changes were made to ensure the TIF program continues to meet CEQA cumulative impact mitigation requirements. Amendments also add freeway cumulative impacts and where possible apply some of the same adjustments used for non-residential rates. Proposed rate changes range from a reduction of 28% to an increase of 3.5% or less.

#### **Coordination with General Plan Update**

The proposed TIF Update and associated fees and facilities do not conflict with current General Plan update efforts. Upon adoption of the General Plan Update or any other significant

**SUBJECT:** AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT FEE AND ADOPT A RESOLUTION FUNDING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Districts: All)

modification to the General Plan, the TIF program will be reviewed to determine if the development forecast, traffic modeling, and funding requirements to address future roadway demands are in need of modifications.

**Regional Transportation Congestion Improvement Program**

On November 2, 2004, voters of San Diego County approved a 40-year extension to the TransNet funding program. Pursuant to Section 9 of the TransNet Extension Ordinance, the County shall exact, starting on July 1, 2008, \$2,000 from new developments for each newly constructed residential unit in the unincorporated areas of the county to fund the Regional Transportation Congestion Improvement Program (RTCIP). This funding contribution shall be adjusted annually, starting July 1, 2009.

Collection of TIF as proposed will satisfy the County's obligations to collect \$2,000 per new residential unit required under the RTCIP, so no new fee or fee increase associated with the RTCIP requirement is necessary. To satisfy the RTCIP requirement, the applicable portion of TIF revenues will be expended on improvements to Regional Arterial System (RAS) projects in a manner consistent with most recently adopted Regional Transportation Plan (RTP). SANDAG approved the latest RTP in November 2007, and it includes 65 County RAS road segments eligible to receive RCTIP funds.

This item includes a recommendation to adopt a resolution providing for Regional Transportation Congestion Improvement Program funding to comply with the TransNet Extension Ordinance. Once approved, this resolution will be submitted to SANDAG's Independent Taxpayer Oversight Committee for review by April 1, 2008.

**Environment Statement**

Actions requested are exempt from CEQA requirements, as specified in Section 15273(a)(4) of CEQA Guidelines, as the fees collected from this action will be used for transportation infrastructure necessary to maintain service within existing service areas. Collection of these fees will not result in a direct or reasonably foreseeable indirect physical change to the environment. This item involves approval of a financing mechanism for future transportation improvements. Before the location and extent of transportation improvement projects are delineated and finalized by future County actions, environmental impacts and mitigations will be addressed.

**Linkage to the County of San Diego's Strategic Plan**

The County's Five Year Strategic Plan includes an Environment Initiative with an objective to reduce environmental risk through education, outreach, regulation, intergovernmental collaboration and leveraging public and private resources. Actions requested today will help fulfill this initiative by enacting a program that will help developers to comply with CEQA.



**SUBJECT:** AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT  
FEE AND ADOPT A RESOLUTION FUNDING REGIONAL  
TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM  
(Districts: All)

Respectfully submitted,



CHANDRA L. WALLAR  
Deputy Chief Administrative Officer


**ATTACHMENTS**

- Attachment A – Questions and Responses from the November 7, 2007 Board Direction
- Attachment B – Informational and Clean Copies of Ordinance related to Transportation Impact Fee
- Attachment C – Transportation Impact Fee Report
- Attachment D – Resolution of The County of San Diego Board of Supervisors Adopting Funding Program for Regional Transportation Congestion

**SUBJECT:** AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT FEE AND ADOPT A RESOLUTION FUNDING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Districts: All)

**AGENDA ITEM INFORMATION SHEET**

**CONCURRENCE(S)**

<b>COUNTY COUNSEL REVIEW</b>	<input checked="" type="checkbox"/> Yes	
Written disclosure per County Charter §1000.1 required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>GROUP/AGENCY FINANCE DIRECTOR</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> N/A
<b>CHIEF FINANCIAL OFFICER</b>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> N/A
Requires Four Votes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>GROUP/AGENCY INFORMATION TECHNOLOGY DIRECTOR</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> N/A
<b>COUNTY TECHNOLOGY OFFICE</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> N/A
<b>DEPARTMENT OF HUMAN RESOURCES</b>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> N/A

**Other Concurrence(s):**

**ORIGINATING DEPARTMENT:** Public Works

**CONTACT PERSON(S):**

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**AUTHORIZED REPRESENTATIVE:**

  
JOHN L. SNYDER, Director

**SUBJECT:** AMEND ORDINANCE RELATED TO THE TRANSPORTATION IMPACT FEE AND ADOPT A RESOLUTION FUNDING REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM (Districts: All)

**AGENDA ITEM INFORMATION SHEET**  
(continued)

**PREVIOUS RELEVANT BOARD ACTIONS:**

November 7, 2007 (1), Directed the Chief Administrative Officer to address a series of questions about the TIF, incorporate these findings into the County's TIF review, and bring back TIF program recommendations to encourage commercial and industrial development in the unincorporated areas of San Diego County.

December 14, 2005 (14), Adopted an Ordinance amending the County Code related To Transportation Impact Fees to reference the SANDAG Guide of Vehicular Traffic Generation Rates for the San Diego Region; and 2) simplify and clarify language related to calculation of credits and reductions.

October 19, 2005 (8), Added State Route 76 between I-15 and Couser Canyon Road, and ramps east of I-15 to the list of TIF Facilities and adopted a policy to Adoption of a policy to reduce TIF fees for commercial development. Referred to the Fiscal Year 2006-07 budget process.

April 20, 2005 (10), Adopted TIF Ordinance

April 13, 2005 (1), 1<sup>st</sup> reading of the TIF Ordinance and directed CAO to create a program to reduce fees on commercial projects.

January 12, 2005 (1), Continued consideration of TIF adoption for 90 days.

May 5, 2004 (5), Authorized development of TIF for Fallbrook and Ramona.

February 25, 2004 (3), Details on pilot TIF program for Ramona continued for 60 days

September 17, 2003 (10), Received feasibility report of TIF for Ramona and Directed CAO to develop program details.

June 12, 2002 (17), Approved consultant contract for TIF assessment engineering services.

April 17, 2002 (17), Approved Final Map for Tract 4844-1 and directed CAO to investigate feasibility of TIF for Ramona.

**BOARD POLICIES APPLICABLE:**

N/A

**BOARD POLICY STATEMENTS:**

N/A

**CONTRACT AND/OR REQUISITION NUMBER(S):**

# COUNTY OF SAN DIEGO TRANSPORTATION IMPACT FEE



TIF PROGRAM UPDATE

JANUARY 2008

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## **EXECUTIVE SUMMARY**

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### BACKGROUND

Working with stakeholder groups, the County of San Diego (County) identified the need to develop a County transportation impact fee (TIF) program to mitigate the cumulative traffic impacts of development throughout the unincorporated areas of the County. The TIF program, approved by the Board of Supervisors in 2005 pursuant to the provisions of Government Code §§ 66000 et seq. (Mitigation Fee Act or the "Act"), funds the improvement and/or construction of identified transportation facilities and allocates the associated costs equitably among future developing properties. The TIF program does not collect funding to address existing roadway deficiencies.

The 2008 TIF Update utilizes the same core methodology and land use assumptions as the 2005 TIF program as outlined in prior reports titled "County of San Diego Transportation Impact Fee Report" dated January 2005, "Fallbrook and Ramona Transportation Impact Fee Report" dated January 2005 and the addendums to the reports dated March 2005 and September 2005 (collectively referred to as "Prior Reports").

### PURPOSE

The purpose of this report is to document recommendations for updating the 2005 TIF program pursuant to the provisions of the Act. The current update focused on the following:

- Evaluating the non-residential rates
- Evaluating potential cost savings and/or other revenue sources
- Adding freeway interchanges/ramps and at-grade highway intersections to the TIF program
- Identifying program changes to facilitate easier administration
- Providing additional detail regarding TIF roadway segment limits

The overall objectives of the update included 1) preserving the integrity of the TIF program, and 2) maintaining CEQA compliance regarding cumulative impacts.

### RECOMMENDED TIF RATES

The TIF program differentiates between "local" transportation facilities (collectors and minor streets) that benefit primarily the community in which they are located, and "regional" facilities (state routes, prime arterials, major roads, and other regionally significant roadways) that benefit both the community and surrounding area – in this case identified as the North, South or East regions. A different TIF rate is applied to each community based upon growth and related transportation needs. The rates are comprised of a local component and a regional component. The interchange/ramp and highway intersection improvements are identified as "regional" facilities within each of the three regions.

Based on recommended program adjustments, cost reductions and additional revenues, \$826 million of revenue will need to be generated by the TIF program. The recommended update and resulting changes result in residential rates increasing by no more than three and one-half percent (3.5%) measured by cost per single family dwelling unit with the non-residential rates (measured by cost per trip) decreasing by 40% or more.

## **EXECUTIVE SUMMARY**

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The update resulted in the following facility costs and recommended TIF rates:

- Local facilities totaling \$370 million were identified, including streets of collector classification and below. This resulted in local TIF rates varying by community plan area (CPA) from \$0 to \$5,940 per single family dwelling unit.
- Regional facilities totaling \$645 million were identified, including state routes, prime arterials, and major roads. This resulted in regional TIF rates per single family home of \$5,942 for the North region, \$3,294 for the South region, and \$2,195 for the East region.
- Regional freeway interchange/ramp facilities costing a total of \$303 million of which \$105 million are related to growth were identified. Ten percent, typical of a local match, (or \$10.5 million) in costs were identified to be included in the TIF program. This resulted in an additional component to the regional TIF rate of \$41 for the North region, \$150 for the South region, and \$3 for the East region per single family home.
- Combining the local and regional components, total TIF rates vary from \$2,199 to \$12,295 per single family home.

As stated in the 2005 Report, further studies, including required environmental review, may result in the identification of different project alternatives with different costs. An update to the TIF program will likely be needed upon completion of the General Plan Update currently in progress. In addition, the TIF rates are indexed to adjust annually each January to keep up with future changes in the costs of construction.



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# **INTRODUCTION**

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### OVERVIEW

The County of San Diego (County) identified the need for additional transportation improvements to address the projected cumulative traffic impacts of future development within the unincorporated area (see **Figure 1**). In 2005, the Board of Supervisors approved a transportation impact fee (TIF) program. The purpose of the TIF program is to fund construction of identified transportation facilities, and allocate the costs equitably among future developing properties.

### TRANSPORTATION IMPACT FEES

An impact fee is a commonly used and well-accepted means of mitigating the impacts to public facilities and infrastructure created by future growth. As part of the TIF program process, the transportation infrastructure needs were characterized as either existing deficiencies, direct impacts of future development, or indirect (cumulative) impacts of future development. Existing roadway deficiencies are the responsibility of existing developed land uses and government agencies and can not be financed with impact fees. The proposed TIF program is not intended to mitigate direct impacts which will continue to be the responsibility of individual development projects. The TIF program therefore is designed to address the cumulative impacts associated with new growth.

The rationale supporting development of the County TIF program is future development in the unincorporated area being required by law to mitigate cumulative traffic impacts on the County's road network. Without a TIF, future development would cause a continued decrease in roadway level-of-service with overall network capacity falling behind the needs of future growth. A TIF program is a suitable mechanism for identifying needed transportation facilities to mitigate these cumulative traffic impacts and allocating the associated costs in an equitable manner.

This report is an update to the Prior Reports. The County TIF program assesses the fee on all new development that results in new/added traffic. The primary purpose of the TIF is twofold: (1) to fund the construction of identified facilities needed to reduce, or mitigate, projected cumulative traffic impacts resulting from future development within the County; and (2) to allocate the costs of these facilities proportionally among future developing properties based upon traffic contribution.

### CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts. To that end, local agencies generally require that a project's potential direct and cumulative impacts and corresponding mitigation measures, be identified as part of the required environmental review process.

### CUMULATIVE IMPACTS

Cumulative impacts are those impacts caused collectively by all development within the community. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time (CEQA Guidelines §15355). The CEQA Guidelines recognize that mitigation for cumulative impacts may involve the adoption of ordinances or regulations (CEQA Guidelines §15130).

## **INTRODUCTION**

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Recognizing that an individual development project is not wholly responsible for cumulative traffic impacts, each development project is required to contribute to mitigation in proportion to the project's estimated traffic generation. This report proposes the continued use of the TIF to fund improvements to identified transportation facilities in response to the total projected cumulative traffic impacts associated with future development within the County. Transportation facilities and other infrastructure necessary to either address existing deficiencies or mitigate the direct impacts of a given development project are not within the scope of the TIF.

## **ENVIRONMENTAL STUDIES & REVIEW**

The facilities identified in this report are intended to provide increased road capacity to mitigate the cumulative traffic impacts of future development. No facilities will actually be constructed until all necessary environmental reviews have been conducted. Further studies, including environmental review, may show superior alternative projects that also satisfy the increased capacity need.

## **EXEMPTION FROM CEQA REQUIREMENTS**

The fees collected through the TIF will be used for capital projects for transportation infrastructure projects necessary to maintain service within the unincorporated County. The County has determined that the act of adopting the proposed County TIF program and establishing the proposed TIF rates is statutorily exempt from the requirements of CEQA under § 15273(a)(4) of the CEQA Guidelines.

## **STATUTORY FRAMEWORK**

Development and implementation of impact fees must conform to the statutory requirements of California Government Code §§66000 et seq. (commonly referred to as the "Mitigation Fee Act"). Prior to establishing, increasing or imposing an impact fee, the Mitigation Fee Act requires the local agency to make the following findings:

- Identify the purpose of the fee (§66001(a)(1)).
- Identify the use for the fee and the facilities to be built (§66001(a)(2)).
- Determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed (§66001(a)(3)).
- Determine a reasonable relationship between the need for the public facility and the type of development project (§66001(a)(4)).
- Determine a reasonable relationship between the amount of the fee and the cost of the facility attributable to development (§66001(b)).

For purposes of the County TIF program, a statement of requisite findings is presented in the "Program Implementation" section of this report.

## **FEE DEVELOPMENT PROCESS**

The remainder of this report summarizes the basis for the TIF program and the recommended changes resulting in updated fee rates:

- Development Forecast
- Facilities and Costs
- Fee Methodology
- Funding Requirements
- Proposed Fee Schedule
- Program Implementation

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## **TIF ANALYSIS**

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This report documents recommendation for updating to the 2005 TIF program. Unless otherwise outlined in the report, growth and facility needs are the same as identified in the Prior Reports. This section reiterates the trip growth forecast and required roadway facilities to suitably address cumulative traffic impacts. The 2008 TIF Update report also describes the changes to the program including:

- Identified program cost reductions due to changing roadway standards.
- Costed Direct Project mitigations by non-residential projects.
- Identified additional revenue available to the County to offset the costs to non-residential projects.
- Clarified TIF roadway segment limits.
- Revised TIF rate tables.

### **GROWTH FORECAST**

Analysis of land use changes between 2004 and build-out, as outlined in the Prior Reports, provided the basis for determining both the amount of expected future development and the types of transportation improvements needed to address cumulative traffic impacts consistent with the SANDAG Transportation Model. For fee calculation purposes, uniform trip generation rates per land use category were applied to the various land uses to estimate growth related trips and equitably allocate the fee between the various land uses. Based on typical trip generation rates, shown in **Table 1**, and the identified forecast growth, both identified in the Prior Reports, the trips attributable to future development are shown in **Table 2**.

**TABLE 1**  
**TRIP GENERATION RATES**

<b>LAND USE</b>	<b>Trip Rate (1)</b>
Single Family Residential	12 trips/unit
Multi-Family Residential	5 – 8 trips/unit
Commercial/Services	360 trips/acre
Industrial	150 trips/acre
Office	300 trips/acre
Parks	5 trips/acre
Roads & Freeways	0 trips/acre
Schools	50 trips/acre

(1) Based on adopted County TIF program.

**TABLE 2**  
**FORECAST TRIPS ATTRIBUTABLE TO FUTURE DEVELOPMENT**

Community Planning Area	Forecast Trips by TIF Region <sup>(1)</sup>		
	North	South	East
Alpine		76,176	
Bonsall	33,852		
Central Mountain			7,992
County Islands		4,884	
Crest-Dehesa		6,468	
Desert			322,860
Fallbrook <sup>(2)(3)</sup>	166,140		
Jamul-Dulzura		74,676	
Julian			11,220
Lakeside		153,492	
Mountain Empire			112,092
North County Metro	184,992		
North Mountain			18,480
Otay		232,752	
Pala-Pauma	48,504		
Pendleton-De Luz	5,100		
Rainbow	27,912		
Ramona <sup>(2)</sup>			138,144
San Dieguito	117,120		
Spring Valley		50,892	
Sweetwater		15,072	
Valle De Oro		21,348	
Valley Center	130,344		
<b>TOTAL FUTURE TRIPS</b>	<b>713,964</b>	<b>635,760</b>	<b>610,788</b>

(1) Forecast trips based on build-out projections per the 2005 TIF program.

(2) Fallbrook local rate based on 160,992 trips for 2004 to 2030 and Ramona local rate based on 118,824 trips for 2004 to 2030.

(3) An additional 5,076 trips is reflected for North Region (Fallbrook) based on the September 2005 Addendum (423 EDUs x 12 trips/EDU).

Trip generation rates are commonly used to apportion the benefits associated with transportation infrastructure improvements. Note that the Prior Reports made reference to Equivalent Dwelling Units (1 equivalent dwelling unit equaling 12 trips), but for simplicity this report references trips instead.

## FACILITIES AND COSTS

The SANDAG Regional Transportation Model was utilized to analyze base year (Year 2000) and projected build-out development conditions on the roadway network throughout the unincorporated area of the County. The TIF modeling assumptions for the road network and projected land uses are summarized in the Prior Reports.

A list of County TIF program facilities (deficient Base Year road segments) is contained in **Appendix A**. The facilities identified in this report are intended to address future deficiencies in road capacity caused by the cumulative traffic impacts of future development. Further studies, including required environmental reviews, may result in the identification of other alternatives for dealing with cumulative traffic impacts. The County TIF program may be periodically reviewed and/or amended to permit funding the construction of these alternatives. The Appendix identifies the roadway segments and provides additional detail as to TIF roadway segment limits.

## FREEWAY INTERCHANGES/RAMPS & AT-GRADE HIGHWAY INTERSECTIONS

As part of this update, the County identified specific Freeway ramp interchanges and at-grade highway intersections to be funded in part by the TIF program. These facilities were not included in the Prior Reports. Based on currently available traffic data, a number of freeway ramp interchanges and at-grade highway intersections were identified as necessary to accommodate growth. **Table 3** identifies the facility location, the percent of total 2030 traffic related to growth, and the resulting amount to be funded via the TIF program. Addition of these improvements will enable projects to meet its obligations regarding cumulative impacts via the TIF program. It should be noted that the overall cost is estimated on a per Region basis, recognizing that some of the costs will likely exceed the estimate while others may be lower than shown in the table.

Only 10% of future growth's costs for freeway interchanges/ramps are recommended to be included in the program. This percentage is representative of the typical local match required when competing for funds for these State highway improvements. Addition of these improvements will enable projects to meet their obligations regarding cumulative impacts via the TIF program. It should be noted that the overall cost is estimated on a per Region basis, recognizing that some of the costs will likely exceed the estimate while others may be lower than shown in the table.

**TABLE 3**  
**INTERCHANGES AND COSTS**

Location	County Growth (%)	Proportional Cost	Region
I-8 EB/Lake Jennings Park Rd	45%	\$516,000	South
I-8 WB/Lake Jennings Park Rd	49%	561,000	South
I-8 EB/Dunbar Ln	54%	618,000	South
I-8 WB/Dunbar Ln	57%	654,000	South
I-8 EB/Tavern Rd	40%	459,000	South
I-8 WB/Tavern Rd	58%	667,000	South
I-8 EB/W. Willows Rd	60%	686,000	South



## TIF ANALYSIS

Location	County Growth (%)	Proportional Cost	Region
I-8 WB/W. Willows Rd	65%	751,000	South
I-8 EB/Greenfield Dr. (El Cajon)	1%	7,000	South
I-8 WB/Greenfield Dr. (El Cajon)	3%	29,000	South
I-15 NB/E. Mission Rd	36%	418,000	North
I-15 SB/E. Mission Rd	36%	411,000	North
I-15 NB/Gopher Canyon Rd	39%	451,000	North
I-15 SB/Gopher Canyon Rd	6%	65,000	North
I-15 NB/Deer Springs Rd	54%	627,000	North
I-15 SB/Deer Springs Rd	41%	470,000	North
SR-67 NB/Bradley Ave	11%	130,000	South
SR-67 SB/Bradley Ave	14%	164,000	South
SR-67 NB/Winter Gardens Blvd	12%	135,000	South
SR-67 SB Winter Gardens Blvd	25%	291,000	South
SR-67 NB/Riverford Rd	31%	352,000	South
SR-67 SB/Riverford Rd	43%	499,000	South
SR-67 NB/Mapleview St	33%	378,000	South
SR-67 SB/Mapleview St	34%	396,000	South
SR-67/Archie Moore Rd (Ramona) (2)	31%	40,000	East
SR-67/Montecito Rd (Ramona) (2)	39%	51,000	East
SR-67/SR-78 (Ramona) (2)	38%	49,000	East
SR-94 EB/Sweetwater Springs Blvd	26%	299,000	South
SR-94 WB/Sweetwater Springs Blvd	29%	335,000	South
<b>TOTAL COST OF GROWTH</b>		<b>\$10,509,000</b>	

(1) Cost based on \$11,500,000 per interchange intersection except as outlined in note (2) below.

(2) Costs for SR-67 at Archie Moore, Montecito, SR 78 in Ramona based on \$130,000 per at-grade highway intersection.

(3) South Region totals \$7,927,000, North Region total \$2,442,000 and the East Region totals \$140,000.

### REGIONAL AND LOCAL COSTS

**Table 4** outlines the planning level costs associated with the TIF program based on the cost assumptions outlined in the Prior Reports and then increased by ENR-CCI. These planning-level costs were based in part on estimates made in SANDAG's Regional Transportation Plan and include all planning, design, right-of-way, environmental, construction and program administration (2%) costs. Based on available information, these planning level costs are sufficient to include intersections along the facilities and at the endpoints of the TIF facilities, including signalization.

**TABLE 4**  
**COST OF FACILITIES ATTRIBUTABLE TO FUTURE DEVELOPMENT**

Community Planning Area	Estimated Cost (In millions)				
	Regional (1)			Local	TOTAL
	State Route	Prime Arterial	Major Road(2)	Collector & Below	
Alpine		\$0.63	\$1.13	\$11.50	\$13.26
Bonsall	77.61		30.67	17.81	126.10
Central Mountain	0.89				0.89
County Islands					0
Crest-Dehesa			24.82	.54	25.36
Desert				8.31	8.31
Fallbrook	27.82		67.91	81.69	177.42
Jamul-Dulzura	90.10			13.56	103.66
Julian					
Lakeside		.87	1.78	51.51	54.16
Mountain Empire	24.62				24.62
North County Metro	35.64	18.96		26.54	81.14
North Mountain	22.74				22.74
Otay		56.64		12.79	69.43
Pala-Pauma	20.97			4.76	25.73
Pendleton-De Luz		5.95		0	5.95
Rainbow				10.38	10.38
Ramona (3)	30.79		33.65	58.80	123.23
San Dieguito		7.28	.28	31.64	39.20
Spring Valley		.01		2.81	2.82
Sweetwater				1.64	1.64
Valle De Oro	.03			8.20	8.24
Valley Center		29.52	1.07	27.95	58.55
Misc. North Region	32.83				32.83
<b>TOTAL COSTS</b>	<b>\$364.04</b>	<b>\$119.86</b>	<b>\$161.32</b>	<b>\$370.44</b>	<b>\$1015.65</b>

(1) Refer to Prior Reports regarding Regional facility costs reduction of 7% to account for future traffic volumes not attributable to development within the unincorporated area.

(2) Major and other regionally significant roadways.

The table reflects a reduction to the costs for the East region based upon review of the SANDAG Transportation Model output and roadway needs resulting in a reduction of the estimated cost of Regional lane-miles to \$0.89 million for the Central Mountain CPA.

## TIF ANALYSIS

Of the costs identified in the table, it is estimated that approximately \$75.0 million is associated with the direct impacts of non-residential properties within the County. As part of the 2008 TIF update, it is recommended that the \$75.0 million be credited to the non-residential properties in lieu of those projects requesting reimbursements for direct impact improvements on TIF roadways. This credit is reflected in the non-residential Regional rates.

Based on the continuing efforts to update the County's General Plan, including the Circulation Element, cost savings related to anticipated roadway design standards that eliminate parking on certain roadways have also been quantified. Note that such a change would not affect the capacity of the roadway. The savings is estimated to be \$5.05 million in the Regional costs and is reflected in the rates.

## FEE METHODOLOGY

The TIF program apportions the costs of the proposed transportation improvements equitably to future development projects based on typical trip generation rates. The program recognizes certain "local" transportation facilities (collectors and minor streets) benefit primarily the community in which they are located, while "regional" facilities (state routes, prime arterials, major roads and interchanges/ramps) benefit both the community and surrounding areas. Therefore, a portion of the total TIF fee was calculated based on the cost of local facilities and apportioned to development only within the boundary of each community (**Figure 1**), while the remainder of the fee was calculated based on the need for regional facilities and apportioned to development within three TIF Regions covering the unincorporated areas of the County. Those three regions are shown in **Figure 2** and are labeled North, South and East.

### LOCAL FACILITIES

Each community's TIF rate includes a Local TIF Rate and a Regional TIF Rate. The purpose of the Local TIF Rate is to apportion eligible costs of local TIF facilities (i.e., collectors and other minor roads) to future growth within the community. Total estimated local facility costs, projected local growth within the community, and calculated Local TIF Rates are summarized in **Table 5**.

TABLE 5  
LOCAL FACILITY COSTS & TIF RATES

Community Plan Area	Local Cost <sup>(1)</sup> (\$ millions)	Local Growth (trips)	Local TIF Rate (per trip) <sup>(2)(3)</sup>
Alpine	\$11.50	76,176	\$151
Bonsall	17.81	33,852	526
Central Mountain	0	7,992	0
County Islands	0	4,884	0
Crest-Dehesa	0.54	6,468	84
Desert	8.31	322,860	26
Fallbrook	81.69	160,992	507
Jamul-Dulzura	13.56	74,676	182
Julian	0	11,220	0
Lakeside (including Pepper Dr-Bostonia)	51.51	153,492	336

Community Plan Area	Local Cost <sup>(1)</sup> (\$ millions)	Local Growth (trips)	Local TIF Rate (per trip) <sup>(2)(3)</sup>
Mountain Empire	0	112,092	0
North County Metro	26.54	184,992	143
North Mountain	0	18,480	0
Otay	12.79	232,752	55
Pala-Pauma	4.76	48,504	98
Pendleton-De Luz <sup>(4)</sup>	0	5,100	1
Rainbow	10.38	27,912	372
Ramona	58.80	118,824	495
San Dieguito	31.64	117,120	270
Spring Valley	2.81	50,892	55
Sweetwater	1.64	15,072	109
Valle De Oro	8.20	21,348	384
Valley Center	27.95	130,344	214

(1) Local facility costs eligible for TIF funding.

(2) TIF rates may vary from calculated table values due to rounding and display of significant digits.

(3) Cost reductions are not reflected.

(4) Pendleton-De Luz local cost equals 427 x \$7 per the 2005 TIF report.

## REGIONAL FACILITIES

The purpose of the Regional TIF Rate is to apportion eligible costs of regional TIF facilities (i.e., freeway interchanges/ramps, state routes, prime arterials, major roads, and other regionally significant roadways) to future growth within the applicable region. Total estimated regional facility costs, projected regional growth, and calculated Regional TIF Rates are summarized in **Tables 6 and 7**. Table 6 displays the portion of the Regional TIF rate apportioned to state routes, primes, and majors and Table 7 displays the portion of the Regional TIF rate apportioned to Freeway interchanges/ramps.

**TABLE 6**  
**REGIONAL FACILITY COSTS & TIF RATES (SRs/PRIME ARTERIALS/MAJOR ROADS)**

TIF Region <sup>(1)</sup>	Regional Cost <sup>(2)</sup> (\$ millions)	Regional Growth (trips)	Regional TIF Rate (\$/trip) <sup>(3)</sup>
North	\$356.27	713,964	\$499
South	\$176.14	635,760	\$277
East	\$112.40	610,788	\$184

(1) Refer to **Figure 2** for location of TIF Regions.

(2) Portion of Regional facility costs related to SRs/prime arterials and major roads identified for TIF funding.

(3) Cost reduction for lane-miles in East region is reflected. Other cost reductions are not reflected.

## TIF ANALYSIS

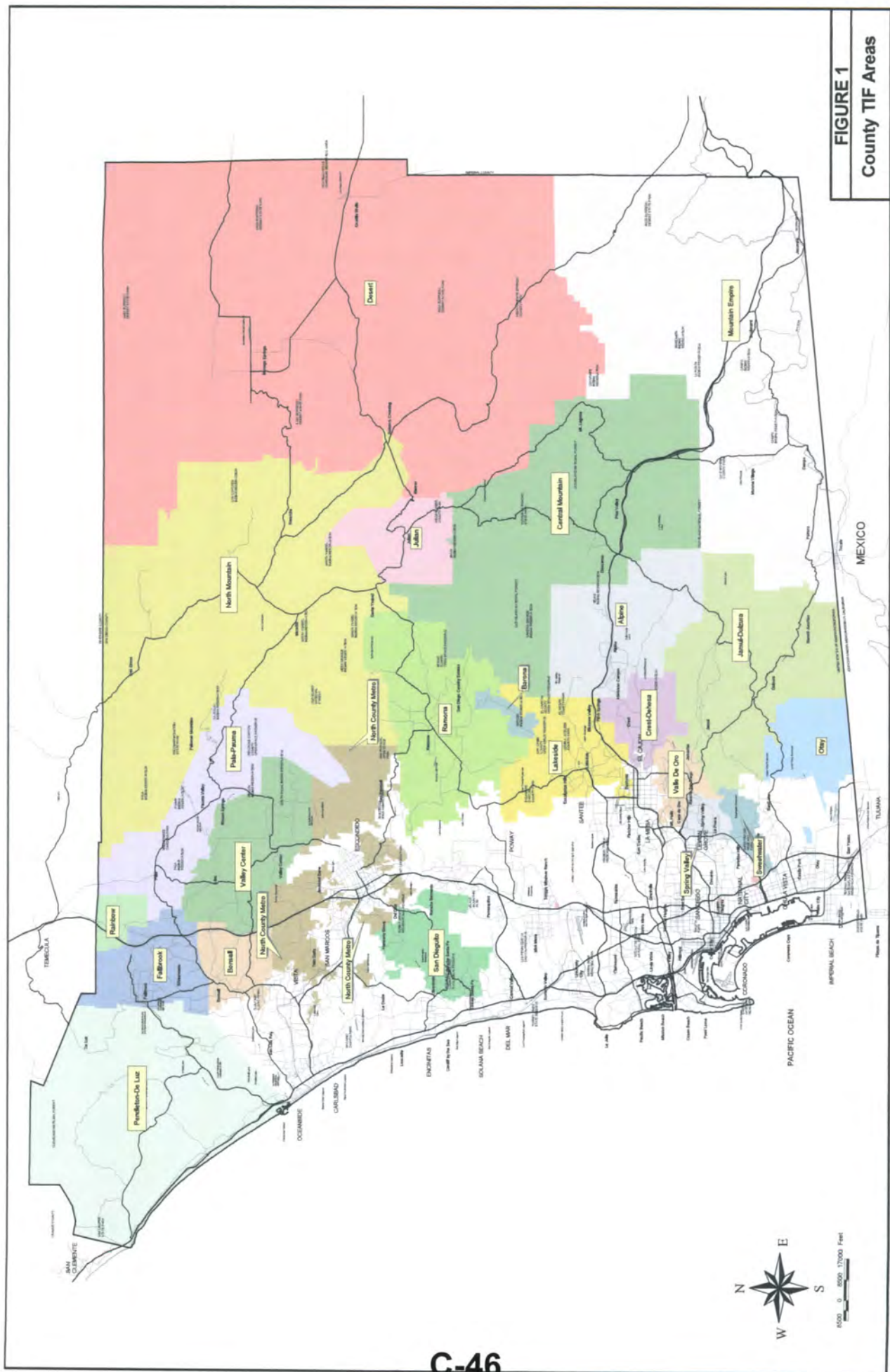
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**TABLE 7**  
**INTERCHANGE/RAMP COSTS & TIF RATES - REGIONAL**

<b>TIF Region <sup>(1)</sup></b>	<b>Regional Cost <sup>(2)</sup></b>	<b>Regional Growth (trips)</b>	<b>Regional TIF Rate (\$/trip)</b>
North	\$2,442,000	713,964	\$ 3.42
South	\$7,927,000	635,760	\$12.47
East	\$ 140,000	610,788	\$ 0.23

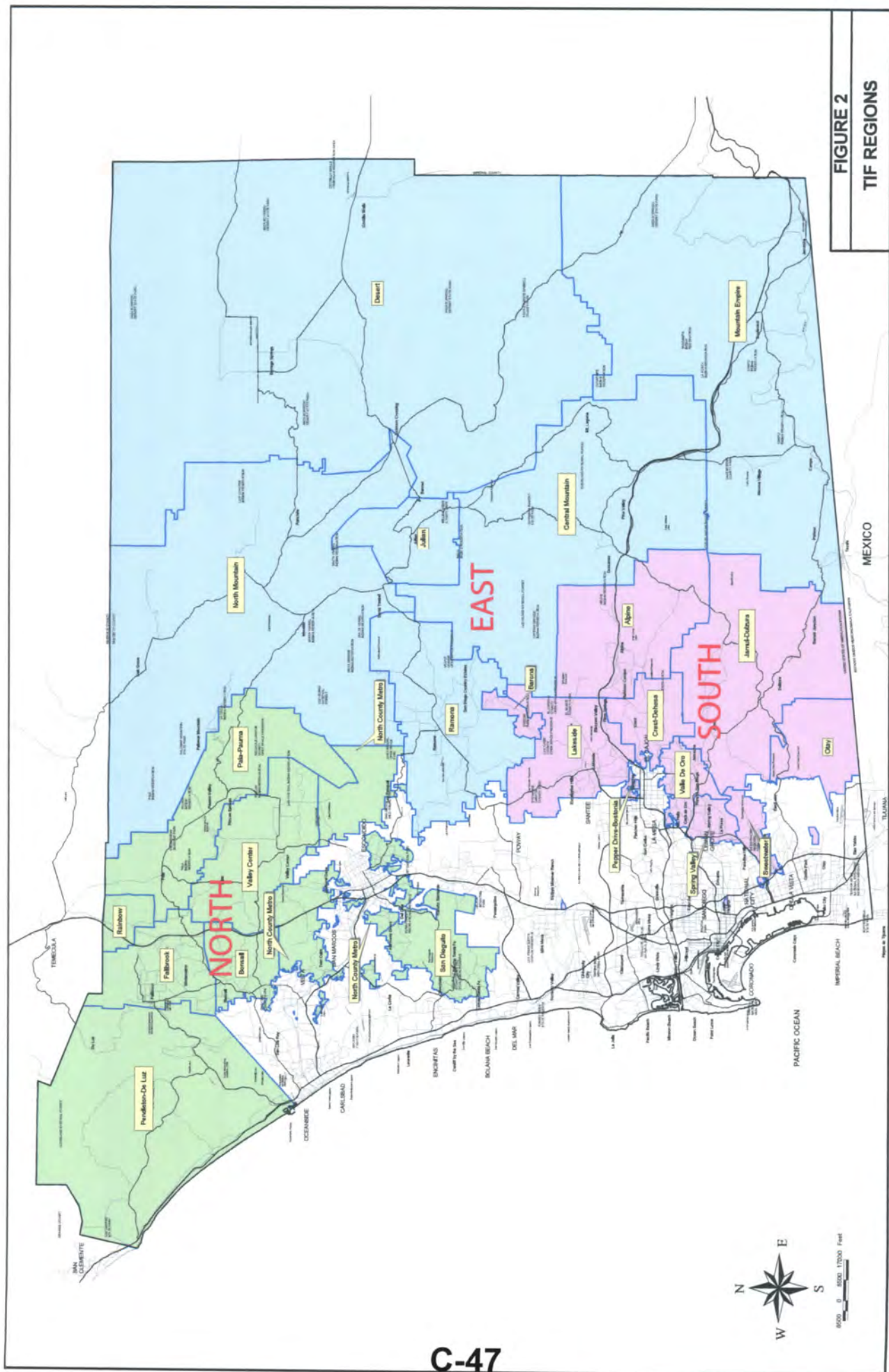
(1) Refer to **Figure 2** for location of TIF Regions.

(2) Interchange/ramp facility costs identified for TIF funding – Includes 10% Local Match.



**FIGURE 1**  
County TIF Areas





**FIGURE 2**  
**TIF REGIONS**

## FUNDING REQUIREMENTS

In the typical County CIP road improvement project that is constructed for the purpose of addressing existing capacity deficiencies, excess capacity results due to the impracticality of constructing only partial lanes. It is estimated that the value of this capacity for future development averages \$5.5 million annually. This value functions as a revenue to be included in the TIF program and as a policy decision, will be allocated to offset non-residential fee rates.

The overall financial requirements of the updated TIF program are identified in **Table 8**.

**TABLE 8**  
**TIF PROGRAM FINANCIAL REQUIREMENTS**

Program Description	Cost (in millions)	Applicable Project Type
2008 Program	\$1,053	Residential & Non-residential in each Region
Adjusted East Region lane-miles	-38.0	Residential & Non-residential in East Region
Freeway Included interchanges/ramps (10% local match)	10.5	Non-residential in each Region
Excluded non-residential direct impact costs	-74.5	Non-residential in each Region
Included cost savings for modified GP2020 roadway design standards	-5.05	Residential & Non-residential in each Region
Apply available CIP revenues	-121	Non-residential in each Region
<b>TOTAL</b>	<b>\$826</b>	<b>TIF Funding Requirements</b>

Based on allocating the costs for local and regional facilities and reflecting the recommended program reductions, the cost per single family home and the cost per non-residential trip are identified in **Table 9** and **Table 10**, respectively.

**TABLE 9**  
**COST OF FACILITIES ATTRIBUTABLE TO FUTURE DEVELOPMENT - RESIDENTIAL**

Community Planning Area By Region	Cost Per Single Family Home				Total
	Local	Regional	Interchange	Program Reduction(1)	
South Region					
Alpine	\$1,812	\$3,322	\$150	(27)	\$5,257
County Islands	0	3,322	150	(27)	3,445
Crest-Dehesa	1,008	3,322	150	(27)	4,453
Jamul-Dulzura	2,184	3,322	150	(27)	5,629
Lakeside	4,032	3,322	150	(27)	7,477
Otay	660	3,322	150	(27)	4,105
Spring Valley	660	3,322	150	(27)	4,105
Sweetwater	1,308	3,322	150	(27)	4,753



## TIF ANALYSIS

Community Planning Area By Region	Cost Per Single Family Home				Total
	Local	Regional	Interchange	Program Reduction <sup>(1)</sup>	
Valle de Oro	4,608	3,322	150	(27)	8,053
<b>North Region</b>					
Bonsall	6,312	5,990	41	(48)	12,295
Fallbrook	6,084	5,990	41	(48)	12,067
North County Metro	1,716	5,990	41	(48)	7,699
Pala-Pauma	1,176	5,990	41	(48)	7,159
Pendleton-De Luz	8	5,990	41	(48)	5,991
Rainbow	4,464	5,990	41	(48)	10,447
San Dieguito	3,240	5,990	41	(48)	9,223
Valley Center	2,568	5,990	41	(48)	8,551
<b>East Region</b>					
Central Mountain	0	2,214	3	(18)	2,199
Desert	312	2,214	3	(18)	2,511
Julian	0	2,214	3	(18)	2,199
Mountain Empire	0	2,214	3	(18)	2,199
North Mountain	0	2,214	3	(18)	2,199
Ramona	5,940	2,214	3	(18)	8,139

(1) Reflects program reductions for anticipated changes in roadway design standards..

**TABLE 10**  
**COST OF FACILITIES ATTRIBUTABLE TO FUTURE DEVELOPMENT – NON RESIDENTIAL**

Community Planning Area By Region	Cost Per Trip				Total
	Local	Regional	Interchange	Program Reduction	
South Region					
Alpine	151	277	12	(184)	256
County Islands	0	277	12	(122)	167
Crest-Dehesa	84	277	12	(157)	216
Jamul-Dulzura	182	277	12	(196)	275
Lakeside	336	277	12	(259)	366
Otay	55	277	12	(145)	199
Spring Valley	55	277	12	(145)	199
Sweetwater	109	277	12	(167)	231
Valle de Oro	384	277	12	(278)	395

Community Planning Area By Region	Cost Per Trip				Total
	Local	Regional	Interchange	Program Reduction	
North Region					
Bonsall	526	499	3	(418)	610
Fallbrook	507	499	3	(410)	599
North County Metro	143	499	3	(263)	382
Pala-Pauma	98	499	3	(245)	355
Pendleton-De Luz	.66	499	3	(205)	298
Rainbow	372	499	3	(356)	518
San Dieguito	270	499	3	(314)	458
Valley Center	214	499	3	(291)	425
East Region					
Central Mountain	0	184	.23	(43)	141
Desert	26	184	.23	(44)	166
Julian	0	184	.23	(43)	141
Mountain Empire	0	184	.23	(43)	141
North Mountain	0	184	.23	(43)	141
Ramona	495	184	.23	(234)	445

(1) Reflects program reductions for anticipated changes in roadway design standards, cost reductions for Direct Impacts and County CIIP revenues of \$121 million.

As already mentioned, the TIF program differentiates between local and regional facilities. The following facility costs and residential TIF rates were determined:

- Local facilities costing a total of \$370 million were identified, including streets of collector classification and below. This resulted in local TIF rates varying by community from \$0 to \$5,940 per single family home (see Table 11).
- Regional facilities costing a total of \$645 million were identified, including state routes, prime arterials, and major roads. This resulted in a component of the regional residential TIF rates of \$5,942 for the North region, \$3,294 for the South region, and \$2,195 for the East region (see Table 11) per single family home.
- Regional facilities costing a total of \$10.5 million were identified, including interchange intersections and ramps. This resulted in a component of the regional residential TIF rates of \$41 for the North region, \$150 for the South region, and \$3 for the East region (see Table 11) per single family home.
- Combining the local and regional components, total residential TIF rates vary from \$2,198 to \$12,295 in Bonsall (see Table 8).

## TIF ANALYSIS

### PROPOSED FEE SCHEDULE

The TIF applicable to a given project will be based on estimated vehicular trip generation rates generally pursuant to Table 1. For residential projects, the fee is based on number and type of dwelling units. For non-residential projects, the fee is reflected as a cost per square foot. The current TIF program bases the project's TIF obligation on an average cost per trip multiplied by the number of trips. This update proposes to modify that approach by assigning a single trip generation rate per land use category (with several exceptions) and converting that to a cost per square foot basis for non-residential projects. There are two advantages to making this change. First, the approach more closely reflects the trip generation assumption in the 2005 TIF program and the SANDAG Transportation Model, and secondly, it should significantly simplify fee calculations for project applicants.

**Table 11** summarizes the proposed total TIF rates for each community within the County based on the local and regional TIF rates identified in Tables 5, 6 and 7. The rates reflect the aforementioned program reductions and county funding.

**TABLE 11**  
**PROPOSED TOTAL TIF RATES PER SINGLE FAMILY DWELLING (SFD)**

<b>Community Plan Area</b>	<b>Local TIF Rate</b>	<b>Regional TIF Rate</b>	<b>Regional Interchange /Ramp TIF Rate</b>	<b>Total TIF Rate <sup>(1)</sup></b>
Alpine	\$1,812	\$3,294	\$150	\$5,256
Bonsall	6,312	5,942	41	12,295
Central Mountain	0	2,195	3	2,198
County Islands	0	3,294	150	3,444
Crest-Dehesa	1,008	3,294	150	4,452
Desert	312	2,196	3	2,511
Fallbrook	6,084	5,942	41	12,067
Jamul-Dulzura	2,184	3,294	150	5,628
Julian	0	2,195	3	2,198
Lakeside	4,032	3,294	150	7,476
Mountain Empire	0	2,195	3	2,198
North County Metro	1,716	5,942	41	7,699
North Mountain	0	2,195	3	2,198
Otay	660	3,294	150	4,104
Pala-Pauma	1,176	5,942	41	7,159
Pendleton-De Luz	8	5,942	41	5,991
Rainbow	4,464	5,942	41	10,447
Ramona	5,940	2,196	3	8,139
San Dieguito	3,240	5,942	41	9,223
Spring Valley	660	3,294	150	4,104

Community Plan Area	Local TIF Rate	Regional TIF Rate	Regional Interchange /Ramp TIF Rate	Total TIF Rate <sup>(1)</sup>
Sweetwater	1,308	3,294	150	4,752
Valle De Oro	4,608	3,294	150	8,052
Valley Center	2,568	5,942	41	8,551

(1) The rate for a multi-family home is 67% of the single-family rate, senior housing is 33% of the single-family rate and congregate care is 20% of the single-family rate based on relative trip generation rates.

The General Commercial rates are summarized in **Table 12** for each community within the County based on the local and regional TIF rates identified in Tables 5, 6 and 7. The rates reflect the aforementioned program reductions and County funding.

**TABLE 12**  
**PROPOSED TOTAL GENERAL COMMERCIAL TIF RATE PER 1,000 SF**

Community Plan Area	Local TIF Rate	Regional TIF Rate	Regional Interchange /Ramp TIF Rate	Total TIF Rate <sup>(1)</sup>
Alpine	5,426	3,342	467	9,235
Bonsall	18,901	2,946	108	21,955
Central Mountain	0	5,066	9	5,075
County Islands	0	5,534	467	6,001
Crest-Dehesa	3,018	4,312	467	7,797
Desert	934	5,067	9	6,010
Fallbrook	18,217	3,234	108	21,559
Jamul-Dulzura	6,539	2,874	467	9,880
Julian	0	5,066	9	5,075
Lakeside	12,073	647	467	13,187
Mountain Empire	0	5,066	9	5,075
North County Metro	5,138	8,516	108	13,762
North Mountain	0	5,066	9	5,075
Otay	1,976	4,743	467	7,186
Pala-Pauma	3,521	9,163	108	12,792
Pendleton-De Luz	36	10,564	108	10,708
Rainbow	13,367	5,174	108	18,649
Ramona	16,026	0	9	16,035
San Dieguito	9,702	6,647	108	16,457
Spring Valley	1,976	4,743	467	7,186
Sweetwater	3,916	3,916	467	8,299

## TIF ANALYSIS

Community Plan Area	Local TIF Rate	Regional TIF Rate	Regional Interchange /Ramp TIF Rate	Total TIF Rate <sup>(1)</sup>
Valle De Oro	13,762	0	467	14,229
Valley Center	7,689	7,474	108	15,271

(1) The rate for Furniture is .143 multiplied by General Commercial Rate, General Industrial is .369 multiplied by General Commercial Rate, Warehouse/Storage is .137 multiplied by the General Commercial Rate, Office is .564 multiplied by the General Commercial Rate, and School is .319 multiplied by the General Commercial Rate.

The TIF is assessed on all new development associated with the generation of traffic. For purposes of assigning the fee, the following land use category explanations are provided:

**Furniture Store** means a commercial facility for the sale of moveable articles such as tables, chairs, sofas, desks, or cabinets required for use or ornament in a residence, office, or the like.

**General Commercial** includes but is not limited to shopping centers, strip development and commercial clusters, retail sales facilities including grocery stores and department stores, convenience stores, auto sales and repair facilities, hardware and lumber stores, gardening and nursery stores, eating and drinking establishments, and any other retail uses other than furniture stores that are not specifically included in other TIF category definitions.

**General Industrial** means facilities for manufacturing, processing, assembling, distribution services, and for construction equipment sales and repair and any industrial use other than warehouse and storage that are not specifically included in other Transportation Impact Fee categories.

**Office** means facilities for administrative or professional services and includes but is not limited to hospitals, medical clinics, insurance sales, banks, savings and loans, and real estate services.

**Schools** mean institutions for instruction in a particular skill or field.

**Warehousing and Storage** means all types of warehouses or facilities with the primary purpose being to provide storage space.

**Winery** means an establishment for producing wine and may include wine tasting rooms.

## OTHER FUNDING SOURCES

The TIF is intended to fund identified transportation facilities, or portions thereof, needed to mitigate the cumulative traffic impacts of future development. Other revenue sources will be required to fund existing network deficiencies or portions of capacity not attributable to new growth. Sources of additional revenue may include funding of ramp and interchange improvements by the state. With the passage and extension of TransNet, additional Gas Tax revenues will be freed up from maintenance activities that can be applied to the County's CIP program.

The TIF funds will be used for the specific improvements identified in this report to accommodate future growth, and non-TIF funds will be used to address existing deficiencies. Gas Tax and TranNet revenues will be the most reliable source of non-TIF funds. However, having TIF funds available can help the County leverage other funding sources, including state and federal grants. Grant programs often require a high level of difficult-to-find matching funds. Having a TIF

program demonstrates a committed plan of action for road network improvements and TIF revenue can provide a ready source of matching funds. Both of these factors can provide a competitive edge when vying for grants.

## **PROGRAM IMPLEMENTATION**

### **STATEMENT OF FINDINGS**

The following information is provided to assist the County with satisfaction of the requisite statutory findings contained in §66001 of the Mitigation Fee Act:

**Purpose of the Fee.** The purpose of the TIF is to fund program implementation and construction of identified transportation facilities in response to the anticipated cumulative traffic impacts associated with future development within the unincorporated area.

**Use of the Fee.** The TIF will be used to fund program implementation and construction of certain local transportation facilities within each community in the County. The TIF will also be used to fund program implementation and construction of certain regional facilities within the applicable TIF region.

**Reasonable Use (Benefit).** Future development will have a significant, not easily mitigated, cumulative traffic impact on each community's local and regional road network. The TIF will be used to fund additional transportation infrastructure to accommodate future development and facilitate better traffic circulation within the individual communities in the County, and the applicable region, and thus mitigate this cumulative impact.

**Reasonable Need (Burden).** Future development will have a significant, and not easily mitigated, cumulative traffic impact on each community's road network. The TIF will be used to fund additional transportation infrastructure alleviating some of the impacts associated with future development within the unincorporated area.

**Reasonable Apportionment.** The TIF facilities, or portions thereof, were identified based on an analysis of existing and future deficiencies and roadway requirements. The costs of TIF facilities will be apportioned to future development based on relative vehicular trip generation rates assigned to land use category and converted to a rate per dwelling unit or rate per square foot as identified in this report.

### **GENERAL PLAN UPDATE**

It should be noted that the County is currently in the process of performing a General Plan update. The County has reviewed the TIF facilities identified in this report and concluded that they do not conflict with current GP update efforts. Upon adoption of the updated General Plan (or any other significant modification to the existing General Plan), it is recommended that the development forecast, traffic modeling, and funding requirements to address future roadway demands for the TIF program be reviewed and updated accordingly.

### **CAPITAL IMPROVEMENT PROGRAM**

The following facility information is provided to assist the County with satisfaction of the Capital Improvement Program (CIP) requirements set forth in §66002 of the Mitigation Fee Act:

## TIF ANALYSIS

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**Approximate location.** The approximate location of each identified transportation facility is conceptually depicted and described in the Prior Reports and are incorporated herein by reference. The **Appendix** provides additional detail regarding the limits of the TIF roadway segments.

**Size.** The size and/or characteristics of each identified transportation facility are provided in the Prior Reports and are incorporated herein by reference.

**Time of Availability.** The identified transportation facilities will be constructed based on availability of funding, and when necessary to address the cumulative traffic impacts of future development in the County.

**Estimated Cost.** Additional detail for the estimated cost of the identified transportation facilities (in September 2004 dollars) is provided in the Prior Reports.

### INTER-AGENCY COORDINATION

Collection of TIF funds and construction of identified TIF facilities may involve varying degrees of inter-agency coordination. For example, Caltrans has jurisdiction over state routes, portions of which may be improved as part of the County TIF program. The financial aspects and timing of construction activities for such projects will certainly require considerable attention and coordination.

The TransNet sales tax extension (Proposition A), approved by voters in 2004, requires local jurisdictions to collect a fee for each new residential dwelling unit to fund the Regional Arterial System (as defined in SANDAG's most recent and adopted Regional Transportation Plan). Since State Routes and other facilities in the Regional Transportation Plan are included in the improvements for which the County TIF is collected, the County has determined that the obligation to collect the SANDAG fee is already met. In other words, there will be no additional fees collected beyond the County TIF amount in order to satisfy the TransNet requirement.

## **APPENDIX A – BASE YEAR DEFICIENCIES OF STATE AND COUNTY**



Appendix A  
Base Year Deficiencies  
State Facilities

CPA	Name	FROM	TO	Lanes	Additional Lane Miles Required
Bonsall	MISSION	OLIVE HILL	CPA BOUNDARY	2	6.77
Bonsall	PALA	.045 EAST OF MISSION / PALA	.61 EAST OF MISSION / PALA	2	0.56
Fallbrook	PALA	OLD 395	I15 - NB RAMP	2	0.30
Jamul-Dulzura	CAMPO	CPA BOUNDARY / COUGAR CANYON ROAD	STONEY OAK ROAD	2	4.39
Jamul-Dulzura	SR-94	STONEY OAK ROAD	HONEY SPRING	2	0.83
Lakeside	SR-67	.46 MILES SOUTH OF SCRIPPS POWAY PARKWAY	VIGILANTE ROAD	2	7.35
Lakeside	SR-67	SCRIPPS POWAY PARKWAY	.46 MILES SOUTH OF SCRIPPS POWAY PARKWAY	3	0.46
Ramona	MAIN	10 TH	8TH	4	0.22
Ramona	SR-67	MUSSEY GRADE ROAD	MONTECITO	2	5.40
Ramona	JULIAN	CPA BOUNDARY	ARCHIE MOORE ROAD	2	0.89
Spring Valley	SR-54 EB	SOUTH BAY PARKWAY ( BEGINNING OF RAMP)	SR-54 EB ( END OF RAMP)	4	0.31
Sweetwater	SOUTH BAY PARKWAY	END OF SR-54 / BEGINNING OF SOUTH BAY PARKWAY	SOUTH BAY PARKWAY ( BEGINNING OF RAMP)	2	1.70
Valle De Oro	CAMPO	JAMACHA ROAD	CPA BOUNDARY	2	2.75
Valle De Oro	CAMPO	END OF SR-94 / BEGINNING OF CAMPO	VIA MERCADO	4	0.06

Appendix A  
Base Year Deficiencies  
County Facilities

CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
Alpine	ALPINE	TAVERN	BOULDERS	Light Collector	Town Collector	0.17
Alpine	ALPINE	WEST VICTORIA	ELTINGE / MARSHALL	Light Collector	Collector	0.11
Alpine	ALPINE	ELTINGE / MARSHALL	WHEELER ST.	Light Collector	Collector	0.56
Alpine	ALPINE	WHEELER ST.	BAY MDOWS/MARINO	Light Collector	Town Collector	0.11
Alpine	ALPINE	BAY MDOWS/MARINO	04 AFTER ROCK	Light Collector	Town Collector	0.31
Alpine	TAVERN	RAMP I-8 WB	RAMP I-8 EB	Light Collector	Collector	0.33
Alpine	WILLOWS	WILLOWS	RAMP I-8 EB	Light Collector	Collector	0.22
Alpine	WILLOWS	WILLOWSIDE	VIEJAS GRADE	Light Collector	Collector	0.44
Alpine	WILLOWS	HILLCREST	WILLOWSIDE	Light Collector	Town Collector	0.12
Alpine	WILLOWS	VIA LA MANCHA	HILLCREST	Light Collector	Town Collector	0.45
Barona	WILDCAT CANYON	BARONA CASINO	PATA RANCH	Light Collector	Collector	5.75
Bonsall	EAST VISTA	OSBORNE	CPA BOUNDARY	Light Collector	Collector	0.28
Bonsall	EAST VISTA	OLD RIVER	EVERGREEN	Town Collector	Collector	0.50
Bonsall	EAST VISTA	EVERGREEN	HUTCHISON	Town Collector	Collector	0.67
Bonsall	EAST VISTA	HUTCHISON	ORMSBY/GOPHER CA	Town Collector	Collector	0.59
Bonsall	EAST VISTA	ORMSBY/GOPHER CA	OSBORNE	Town Collector	Collector	1.32
Bonsall	MISSION	CPA BOUNDARY	PALA	Light Collector	Collector	0.50
Bonsall	CAMINO DEL REY	WEST LILAC	OLD RIVER	Light Collector	Town Collector	0.06
Bonsall	SANTA FE	BIRDFARM	OSBORNE	Light Collector	Collector	0.51
County Islands	POMERADO	WILLOW CREEK	RAMP I-15 NB	Light Collector	Major	0.13
Crest-Dehesa	DEHESA	HARBISON CANYON	SYCUAN	Light Collector	Town Collector	0.73
Crest-Dehesa	DEHESA	CALLE ENCANTO	VISTA GRANDE	Light Collector	Town Collector	0.32
Crest-Dehesa	DEHESA	WILLOW GLEN	SINGING HILLS GC	Light Collector	Town Collector	0.42
Crest-Dehesa	GREENFIELD	CANDLE	SYCAMORE	Light Collector	Collector	0.15
Crest-Dehesa	GREENFIELD	DEHESA	LA CRESTA	Light Collector	Collector	0.30
Crest-Dehesa	SYCUAN ROAD	DEHESA	CASINO WAY	Light Collector	Town Collector	0.35
Fallbrook	AVIATION	WISCONSIN	MISSION	Light Collector	Town Collector	0.09
Fallbrook	FALLBROOK	MAIN	OLD STAGE	Light Collector	Town Collector	0.12
Fallbrook	FALLBROOK	OLD STAGE	MANDARIN	Light Collector	Collector	0.25
Fallbrook	FALLBROOK	MANDARIN	GOLDEN	Light Collector	Town Collector	0.27
Fallbrook	MAIN	MISSION	IVY	Light Collector	Town Collector	0.09
Fallbrook	MAIN	IVY	ALVARADO	Light Collector	Collector	0.18
Fallbrook	MAIN	ALVARADO	FIG	Light Collector	Town Collector	0.06
Fallbrook	MAIN	FIG	COLLEGE	Light Collector	Collector	0.28

Appendix A  
Base Year Deficiencies  
County Facilities

CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
Fallbrook	MAIN	COLLEGE	ASH	Light Collector	Collector	0.18
Fallbrook	MAIN	ASH	FALLBROOK	Light Collector	Collector	0.16
Fallbrook	MAIN	FALLBROOK	AVIATION	Light Collector	Collector	0.38
Fallbrook	MAIN	AVIATION	AMMUNITION	Light Collector	Collector	0.38
Fallbrook	MAIN	AMMUNITION	CLEMMENS	Light Collector	Collector	0.25
Fallbrook	MISSION	EL PAISANO	WILLOW GLEN	Light Collector	Collector	0.69
Fallbrook	MISSION	EL PAISANO	HAMILTON	Light Collector	Collector	1.13
Fallbrook	MISSION	WILLOW GLEN	LIVE OAK PARK	Light Collector	Collector	1.77
Fallbrook	MISSION	LIVE OAK PARK	OLD 395	Light Collector	Collector	1.42
Fallbrook	MISSION	OLD 395	RAMP I-15 SB	Light Collector	Collector	0.11
Fallbrook	MISSION	RAMP I-15 SB	RAMP I-15 NB	Light Collector	Town Collector	0.15
Fallbrook	MISSION	HAMILTON	DAVIS	Light Collector	Town Collector	0.70
Fallbrook	MISSION	DAVIS	STAGE COACH	Light Collector	Town Collector	0.18
Fallbrook	MISSION	STAGE COACH	GUM TREE	Light Collector	Town Collector	0.13
Fallbrook	MISSION	INDUSTRIAL	SANTA MARGARITA	Light Collector	Collector	0.36
Fallbrook	MISSION	GUM TREE	INDUSTRIAL	Light Collector	Collector	0.91
Fallbrook	MISSION	SANTA MARGARITA	BRANDON	Light Collector	Collector	0.51
Fallbrook	MISSION	BRANDON	IOWA	Light Collector	Collector	0.56
Fallbrook	MISSION	STAGE COACH	OLIVE HILL	Light Collector	Collector	0.17
Fallbrook	MISSION	OLIVE HILL	WINTER HAVEN	Light Collector	Collector	0.29
Fallbrook	MISSION	WINTER HAVEN	OVERLAND	Light Collector	Collector	0.59
Fallbrook	MISSION	OVERLAND	BIG OAK RANCH	Light Collector	Collector	0.52
Fallbrook	MISSION	BIG OAK RANCH	GREEN CANYON	Light Collector	Collector	0.89
Fallbrook	MISSION	GREEN CANYON	VIA ENCINOS	Light Collector	Collector	0.62
Fallbrook	MISSION	VIA ENCINOS	HELLERS BEND	Light Collector	Collector	0.71
Fallbrook	MISSION	HELLERS BEND	VIA MONSERATE	Light Collector	Collector	1.48
Fallbrook	MISSION	VIA MONSERATE	BAJA MISSION	Light Collector	Collector	0.22
Fallbrook	MISSION	BAJA MISSION	LA CANADA	Light Collector	Collector	0.63
Fallbrook	MISSION	LA CANADA	CPA BOUNDARY	Light Collector	Collector	1.60
Fallbrook	MISSION	ORANGE	MAIN	Town Collector	Collector	0.09
Fallbrook	MISSION	IOWA	ORANGE	Town Collector	Collector	0.10
Fallbrook	OLD STAGE	PALOMINO	MISSION	Light Collector	Town Collector	0.13
Fallbrook	RECHE	STAGE COACH	RECHE WAY	Light Collector	Town Collector	0.20
Fallbrook	RECHE	RECHE WAY	FALLBROOK	Light Collector	Town Collector	0.31

CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
Fallbrook	RECHE	FALLBROOK	LOS AMIGOS	Light Collector	Town Collector	0.08
Fallbrook	STAGE COACH	FALLBROOK	MARITA	Light Collector	Collector	0.51
Fallbrook	STAGE COACH	MARITA	RECHE	Light Collector	Collector	0.50
Lakeside	CHANNEL	LAKESIDE	MAPLEVIEW	Light Collector	Town Collector	0.13
		.31 MILES SOUTH OF KAY JAY / MOBILE HOME PARK ENTRANCE				
Lakeside	I-8 BUSINESS / MAIN	.45 MILES SOUTH OF LOS COCHES	LOS COCHES	Light Collector	Town Collector	0.41
Lakeside	I-8 BUSINESS / MAIN	LOS COCHES	LAVALA	Light Collector	Town Collector	0.50
Lakeside	LAKE JENNINGS PA	EL MONTE	PINKARD	Light Collector	Town Collector	1.37
Lakeside	LAKE JENNINGS PA	PINKARD	HARRITT	Light Collector	Town Collector	0.10
Lakeside	LAKE JENNINGS PA	HARRITT	HWY 8/BLOSSOM VA	Light Collector	Collector	0.23
Lakeside	LAKE JENNINGS PA	HWY 8/BLOSSOM VA	RAMP I-8 WB	Light Collector	Collector	0.10
Lakeside	LAKE JENNINGS PA	RAMP I-8 WB	RAMP I-8 WB	Light Collector	Town Collector	0.03
Lakeside	LAKE JENNINGS PA	RAMP I-8 WB	I8-EB OFF RAMP	Light Collector	Collector	0.14
Lakeside	LOS COCHES	BOWER	LAKEVIEW	Town Collector	Collector	0.40
Lakeside	LOS COCHES	LAKEVIEW	I-8 BUSINESS / MAIN	Town Collector	Collector	0.58
Lakeside	MAPLEVIEW	SR-67	MAINE	Light Collector	Collector	0.07
Lakeside	MAPLEVIEW	SR-67 SB	SR-67 NB	Light Collector	Town Collector	0.02
Lakeside	OLDE 80	SIERRA ALTA	PECAN PARK	Light Collector	Town Collector	0.03
Lakeside	RIVERFORD	WOODSIDE(N)	RAMP SR-67 SB	Light Collector	Town Collector	0.04
Lakeside	WILDCAT CANYON	PATA RANCH	WILLOW	Light Collector	Collector	5.56
			857 FT WEST OF WINTER GARDEN	Light Collector	Town Collector	0.18
Lakeside	WOODSIDE	RIVERVIEW	RIVERVIEW	Light Collector	Town Collector	0.21
Lakeside	WOODSIDE	MARILLA				
Lakeside	WOODSIDE	RAMP SR-67 NB - ON RAMP	MARILLA RAMP SR-67 NB - ON	Light Collector	Collector	0.59
Lakeside	WOODSIDE	RIVERFORD	RAMP	Light Collector	Collector	0.12
Lakeside	WOODSIDE	RAMP SR-67 NB - OFF RAMP	RIVERFORD	Light Collector	Town Collector	0.06
Lakeside	WOODSIDE	RAMP	RIVERFORD	Light Collector	Town Collector	0.06
North County Metro	BEAR VALLEY	BIRCH	IDAHO	Light Collector	Collector	0.31
North County Metro	BEAR VALLEY	IDAHO	LANDAVO / CAIN	Light Collector	Collector	0.22

Appendix A  
Base Year Deficiencies  
County Facilities

CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
North County Metro	BEAR VALLEY	LANDAVO / CAIN	SUBURBAN HILLS	Light Collector	Collector	0.28
North County Metro	BEAR VALLEY	ELDORADO	ENCINO	Light Collector	Collector	1.15
North County Metro	BEAR VALLEY	SAN PASQUAL VALL	ELDORADO	Town Collector	Collector	0.42
North County Metro	BUENA CREEK	MONTE VISTA	SUGARBUSH	Light Collector	Town Collector	0.61
North County Metro	BUENA CREEK	HARTWRIGHT	HIDDEN OAK	Light Collector	Town Collector	0.70
North County Metro	BUENA CREEK	SYCAMORE	HARTWRIGHT	Light Collector	Town Collector	0.03
North County Metro	BUENA CREEK	SOUTH SANTA FE	SYCAMORE	Light Collector	Town Collector	0.02
North County Metro	DEER SPRINGS	MESA ROCK	MOUNTAIN MEADOW	Light Collector	Collector	0.11
North County Metro	DEER SPRINGS	SARVER	MESA ROCK	Light Collector	Collector	2.89
North County Metro	DEER SPRINGS	MARILYN	SARVER	Light Collector	Collector	0.74
North County Metro	DEL DIOS	VIA RANCHO PKWY	DATE	Light Collector	Collector	0.20
North County Metro	DEL DIOS	DATE	ELM	Light Collector	Collector	0.74
North County Metro	OLIVE	GRAPEVINE	GRANADA	Light Collector	Collector	0.39
North County Metro	RANCHO SANTA FE	LAKE SAN MARCOS	CAMINO DEL ARROYO	Major	Prime Arterial	0.83
North County Metro	ROBELINI	SOUTH SANTA FE	EL VALLE OPULENT	Light Collector	Collector	0.15
North County Metro	ROBELINI	EL VALLE OPULENT	SYCAMORE	Light Collector	Collector	0.32
North County Metro	SAN PASQUAL	ZERMATT	VIA RANCHO	Light Collector	Collector	0.99
North County Metro	SOUTH SANTA FE	MONTGOMERY	YORK	Light Collector	Collector	1.00
North County Metro	SOUTH SANTA FE	YORK	WOODLAND	Light Collector	Collector	0.12
North County Metro	SOUTH SANTA FE	WOODLAND	TIBER	Light Collector	Prime Arterial	0.37
North County Metro	SOUTH SANTA FE	TIBER	ROBELINI	Light Collector	Major	0.37
North County Metro	SOUTH SANTA FE	ROBELINI	SYCAMORE	Light Collector	Collector	0.16
North County Metro	SOUTH SANTA FE	SYCAMORE	ABELIA	Light Collector	Collector	0.14
North County Metro	SOUTH SANTA FE	ABELIA	PALMYRA	Light Collector	Collector	0.22
North County Metro	SOUTH SANTA FE	PALMYRA	AZALEA	Light Collector	Collector	0.40
North County Metro	SOUTH SANTA FE	AZALEA	POINSETTIA	Light Collector	Collector	0.28
North County Metro	SOUTH SANTA FE	POINSETTIA	SMILAX	Light Collector	Collector	0.61
North County Metro	SOUTH SANTA FE	SMILAX	BOSSTICK	Light Collector	Collector	0.38
North County Metro	SOUTH SANTA FE	SHADOW RIDGE	WATSON / HIBISCUS	Major	Prime Arterial	0.29
North County Metro	SYCAMORE	ESCONDIDO CPA	VALLEY CENTER CPA			
North County Metro	VALLEY CENTER	BOUNDARY	BOUNDARY	Light Collector	Collector	0.38
North County Metro	VIA RANCHO	VALLEY	LAKE	Light Collector	Town Collector	0.06
North County Metro	VIA RANCHO	LAKE	HIGHLANDS WEST	Light Collector	Town Collector	0.20
North County Metro	VIA RANCHO	FELICITA	MONTESANO	Light Collector	Collector	0.26

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County Facilities

CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
North County Metro	VIA RANCHO	VIA LOMA VISTA	FELICITA	Light Collector	Town Collector	0.74
North County Metro	VIA RANCHO	HIGHLANDS WEST	EUCALYPTUS	Light Collector	Town Collector	0.50
North County Metro	SAN PASQUAL ROAD	VIENTO VALLE	SAN PASQUAL VALLEY	Light Collector	Town Collector	1.08
Pendleton-De Luz	HARBOR	SAN DIEGO / I5 RAMP	SAN LUIS REY	Light Collector	Town Collector	0.05
Pendleton-De Luz	HARBOR	SAN LUIS REY	SANTA FE	Light Collector	Town Collector	0.12
Pendleton-De Luz	SAN DIEGO / HARBOR	I5 - NB OFF TO	I5 - NB OFF TO			
Pendleton-De Luz	SAN DIEGO / HARBOR	HARBOR WEST	HARBOR EAST	Light Collector	Collector	0.07
Pendleton-De Luz	SAN DIEGO / HARBOR	RAMP I-5 NB	COAST	Light Collector	Collector	0.33
Pendleton-De Luz	SAN DIEGO / HARBOR	VANDEGRIFT	I5 - NB OFF TO			
Pepper Drive-Bosto	BRADLEY	MAGNOLIA	HARBOR WEST	Major	Prime Arterial	0.18
Pepper Drive-Bosto	BRADLEY	RAMP SR-67 SB	RAMP SR-67 SB	Light Collector	Collector	0.12
Pepper Drive-Bosto	BRADLEY	RAMP SR-67 NB	RAMP SR-67 NB	Light Collector	Collector	0.16
Pepper Drive-Bosto	BRADLEY	GRAVES	GRAVES	Light Collector	Collector	0.11
Pepper Drive-Bosto	BRADLEY	GRAVES	STONE EDGE CIR	Light Collector	Town Collector	0.11
Pepper Drive-Bosto	BRADLEY	STONE EDGE CIR	150 FT AFTER STONE			
Pepper Drive-Bosto	GRAVES	GRAVES CT	EDGE EAST	Light Collector	Town Collector	0.09
Pepper Drive-Bosto	GREENFIELD	BRADLEY ACCESS /	BRADLEY	Light Collector	Town Collector	0.29
Pepper Drive-Bosto	GREENFIELD	GREENFIELD ACCESS	BALLANTYNE	Light Collector	Town Collector	0.07
Pepper Drive-Bosto	MAGNOLIA	DIAMOND	01ST	Light Collector	Town Collector	0.13
Pepper Drive-Bosto	MAGNOLIA	AIRPORT	DENNY	Light Collector	Collector	0.24
Pepper Drive-Bosto	MAGNOLIA	DENNY	BRADLEY	Light Collector	Collector	0.20
Pepper Drive-Bosto	MAGNOLIA	BRADLEY	CYPRESS	Light Collector	Town Collector	0.15
Pepper Drive-Bosto	MAGNOLIA	CYPRESS	VERNON	Light Collector	Town Collector	0.31
Pepper Drive-Bosto	PEPPER	VULCAN	ROXANNE	Light Collector	Town Collector	0.07
Pepper Drive-Bosto	PEPPER	ROXANNE	MARLINDA	Light Collector	Town Collector	0.20
Pepper Drive-Bosto	SAN VICENTE	WARNOCK	KEYES	Light Collector	Collector	0.67
Ramona	SAN VICENTE	KEYES	DYE	Light Collector	Town Collector	0.07
Ramona	SAN VICENTE	DYE	BUNNIE KING	Light Collector	Town Collector	0.29
Ramona	SAN VICENTE	BUNNIE KING	CHUCKWAGON	Light Collector	Town Collector	1.29
Ramona	SAN VICENTE	CHUCKWAGON	WILDCAT CANYON	Light Collector	Town Collector	0.21
Ramona	SAN VICENTE	WILDCAT CANYON	VICENTE MEADOW	Light Collector	Collector	0.64
San Dieguito	DEL DIOS	ELM	MT ISRAEL	Light Collector	Collector	2.59
San Dieguito	DEL DIOS	MT ISRAEL	RANCHO	Light Collector	Collector	0.11

Appendix A  
Base Year Deficiencies  
County Facilities

CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
San Dieguito	DEL DIOS	RANCHO	CALLE AMBIENTE	Light Collector	Collector	7.48
San Dieguito	DEL DIOS	CALLE AMBIENTE	VIA CUATRO CAMIN	Light Collector	Collector	1.32
San Dieguito	DEL DIOS	LUNA DE MIEL	EL CAMINO DEL NORTE	Light Collector	Collector	1.34
San Dieguito	LA BAJADA	EL MIRLO	LA NORIA	Light Collector	Town Collector	0.29
San Dieguito	PASEO DELICIAS	EL CAMINO DEL NO	EL MONTEVIDEO	Light Collector	Collector	1.13
San Dieguito	PASEO DELICIAS	EL MONTEVIDEO	LAVALLE PLATEADA	Light Collector	Collector	1.09
San Dieguito	PASEO DELICIAS	LAVALLE PLATEADA	LA FREMONTIA	Light Collector	Collector	0.18
San Dieguito	PASEO DELICIAS	LA FREMONTIA	VIA DE LA VALLE	Light Collector	Collector	0.10
San Dieguito	PASEO DELICIAS	VIA DE LA VALLE	LA GRANADA	Light Collector	Town Collector	0.29
San Dieguito	VIA DE LA VALLE	PASEO DELICIAS	LAS COLINAS	Light Collector	Town Collector	0.02
San Dieguito	VIA DE LA VALLE	LAS COLINAS	VIA DE SANTA FE	Light Collector	Town Collector	0.56
San Dieguito	VIA DE LA VALLE	VIA DE SANTA FE	VIA DE SANTA FE	Light Collector	Collector	0.06
San Dieguito	VIA DE LA VALLE	CALZADA DEL BOSQ	LAS PALOMAS	Light Collector	Town Collector	0.87
San Dieguito	VIA DE LA VALLE	LAS PALOMAS	CANCHA DE GOLF	Light Collector	Town Collector	0.16
San Dieguito	VIA DE LA VALLE	CANCHA DE GOLF	LAS PLANIDERAS	Light Collector	Collector	1.22
San Dieguito	VIA DE LA VALLE	LAS PLANIDERAS	CPA BOUNDARY	Light Collector	Collector	0.32
			790 FT SOUTH OF CAMINITO PORTA			
San Dieguito	VIA DE LA VALLE	ARROYO ROSITA	DELGADA	Light Collector	Collector	0.36
Spring Valley	BANCROFT	CPA BOUNDARY	RAMP SR-94 EB	Light Collector	Collector	0.05
Spring Valley	BANCROFT	RAMP SR-94 EB	HELIX	Light Collector	Collector	0.08
Spring Valley	BANCROFT	HELIX	KOONCE	Light Collector	Collector	0.33
Spring Valley	BANCROFT	KOONCE	KENWOOD	Light Collector	Collector	0.37
Spring Valley	BANCROFT	KENWOOD	SWITZER	Light Collector	Collector	0.19
Spring Valley	BANCROFT	SWITZER	OLIVE	Light Collector	Collector	0.12
Spring Valley	BANCROFT	OLIVE	LAMAR	Light Collector	Collector	0.50
Spring Valley	BANCROFT	LAMAR	TROY	Light Collector	Collector	0.35
Spring Valley	CAMPO	RAMP SR-125 NB	KENWOOD	Light Collector	Collector	0.16
Spring Valley	CAMPO	KENWOOD	SR-94 WB	Light Collector	Collector	0.27
Spring Valley	JAMACHA BOULEVAR	SWEETWATER SPRIN	POINTE PARKWAY	Light Collector	Collector	0.98
Spring Valley	JAMACHA BOULEVAR	WHITE STONE	SPRING GLEN	Light Collector	Collector	0.64
Spring Valley	JAMACHA BOULEVAR	JAMACHA ROAD	WHITE STONE	Light Collector	Collector	0.59
Spring Valley	KENWOOD	RAMP SR-94 EB	RAMP SR-94 WB	Light Collector	Collector	0.19
Spring Valley	SWEETWATER	BLOSSOM	HARNESS	Major	Prime Arterial	0.54

Appendix A  
Base Year Deficiencies  
County Facilities

CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
Spring Valley	SWEETWATER	HARNES	SPRING VISTA	Major	Prime Arterial	0.51
Spring Valley	SWEETWATER	SPRING VISTA	JAMACHA ROAD	Major	Prime Arterial	0.38
Spring Valley	SWEETWATER SPRIN	DEL RIO	DON PICO	Major	Prime Arterial	0.12
Spring Valley	SWEETWATER SPRIN	DON PICO	CRISTOBAL	Major	Prime Arterial	0.16
Spring Valley	WORTHINGTON	PARADISE VALLEY	VERDE RIDGE	Light Collector	Town Collector	0.11
			SWEETWATER /			
Spring Valley	WORTHINGTON	VERDE RIDGE	SOUTHBAY PKWY	Light Collector	Town Collector	0.33
Sweetwater	BONITA	SWEETWATER	SAN MIGUEL	Light Collector	Collector	0.24
Sweetwater	BONITA	SAN MIGUEL	FRISBIE	Light Collector	Collector	1.15
		CORDELE / VILLA				
Sweetwater	BONITA	BONITA	ANDORRA	Major	Prime Arterial	0.79
			PLZA			
Sweetwater	BONITA	ANDORRA	BONITA/LYNWOOD	Major	Prime Arterial	0.83
Sweetwater	BRIARWOOD	SOUTH BAY PARKWA	RAMP SR-54 EB	Light Collector	Collector	0.03
Sweetwater	BRIARWOOD	RAMP SR-54 EB	ROBINWOOD	Light Collector	Town Collector	0.05
Sweetwater	CENTRAL	AUDUBON	CORRAL CANYON	Light Collector	Town Collector	0.24
Sweetwater	CENTRAL	HAZELHURST	AUDUBON	Light Collector	Town Collector	0.08
Sweetwater	CENTRAL	FRISBIE	HAZELHURST	Light Collector	Town Collector	0.13
		WORTHINGTON / SB				
Sweetwater	SWEETWATER	PARKWAY	QUARRY	Light Collector	Collector	0.66
Sweetwater	SWEETWATER	QUARRY	DEGEN	Light Collector	Collector	1.04
Sweetwater	SWEETWATER	DEGEN	BONITA	Light Collector	Collector	0.32
Sweetwater	SWEETWATER	BRIARWOOD	BONITA WOODS	Light Collector	Town Collector	0.40
Sweetwater	WILLOW	SWEETWATER	BONITA	Light Collector	Collector	0.45
Valle De Oro	BANCROFT	CAMPO	RAMP SR-94 WB	Light Collector	Collector	0.09
Valle De Oro	BANCROFT	RAMP SR-94 WB	CPA BOUNDARY	Light Collector	Collector	0.07
		538 FT EAST OF				
Valle De Oro	CALLE VERDE	AVOCADO	VIA MERCADO	Light Collector	Town Collector	0.13
Valle De Oro	CAMPO	SR-94 WB	MERRITT BLVD	Light Collector	Collector	0.10
Valle De Oro	CAMPO	MERRITT BLVD	BANCROFT	Light Collector	Collector	0.41
Valle De Oro	CAMPO	BANCROFT	HELIX	Light Collector	Collector	0.38
Valle De Oro	CAMPO	HELIX	ROGERS	Light Collector	Town Collector	0.23
Valle De Oro	CAMPO	ROGERS	KENWOOD	Light Collector	Town Collector	0.14
Valle De Oro	CHASE	GROVE	BERNITA	Light Collector	Collector	0.22



CPA	Name	From Cross Street	To Cross Street	Existing Classification	Required Classification	Additional Lane Miles Required
Valle De Oro	CHASE	BERNITA	MONUMENT HILL	Light Collector	Collector	1.19
Valle De Oro	CHASE	MONUMENT HILL	FUERTE	Light Collector	Collector	0.14
Valle De Oro	CHASE	FUERTE	BRAYTON	Light Collector	Collector	0.16
Valle De Oro	CHASE	BRAYTON	SR 54	Light Collector	Collector	0.14
Valle De Oro	CHASE	SR 54	JAMACHA ROAD	Light Collector	Collector	0.23
Valle De Oro	FUERTE	GROSSMONT	SIERRA VISTA	Light Collector	Collector	0.40
Valle De Oro	FUERTE	SIERRA VISTA	SUMMIT	Light Collector	Collector	0.62
Valle De Oro	FUERTE	SUMMIT	PANDORA	Light Collector	Collector	0.63
Valle De Oro	FUERTE	PANDORA	LEMON	Light Collector	Collector	0.21
Valle De Oro	FUERTE	LEMON	HELEX	Light Collector	Collector	0.72
Valle De Oro	FUERTE	HELEX	GRANDVIEW	Light Collector	Collector	0.82
Valle De Oro	FUERTE	GRANDVIEW	CRESTLAND	Light Collector	Town Collector	0.20
Valle De Oro	FUERTE	CRESTLAND	ALZEDA	Light Collector	Town Collector	0.13
Valle De Oro	FUERTE	ALZEDA	CALAVO	Light Collector	Town Collector	0.13
Valle De Oro	FUERTE	CALAVO	AVOCADO	Light Collector	Town Collector	0.23
Valle De Oro	HILLSDALE	JAMACHA ROAD	LA VALHALLA	Light Collector	Town Collector	0.29
Valle De Oro	KENWOOD	RAMP SR-94 WB	CAMPO	Light Collector	Collector	0.20
Valle De Oro	NORTH BARCELONA	CAMPO	DOLORES	Light Collector	Town Collector	0.06
Valle De Oro	VIA MERCADO	CALLE VERDE	CAMPO	Light Collector	Collector	0.31
Valley Center	CHAMPAGNE	GOPHER CANYON	OLD CASTLE	Light Collector	Collector	0.32
Valley Center	OLD 395	CIRCLE R	GOPHER CANYON	Light Collector	Town Collector	0.15
Valley Center	VALLEY CENTER	COLE GRADE	MILLER	Light Collector	Collector	1.04
Valley Center	VALLEY CENTER	MILLER	CHAPARREL	Light Collector	Collector	0.94
Valley Center	VALLEY CENTER	CHAPARREL	LILAC	Light Collector	Collector	0.59
Valley Center	VALLEY CENTER	LILAC	CALLE DE VISTA	Light Collector	Collector	0.55
Valley Center	VALLEY CENTER	CALLE DE VISTA	SUNDAY	Light Collector	Collector	0.32
Valley Center	VALLEY CENTER	SUNDAY	MIRAR DE VALLE	Light Collector	Collector	0.94
Valley Center	VALLEY CENTER	MIRAR DE VALLE	WOODS VALLEY	Light Collector	Collector	0.56
Valley Center	VALLEY CENTER	WOODS VALLEY	BANBURY	Light Collector	Collector	0.29
Valley Center	VALLEY CENTER	BANBURY	CPA BOUNDARY	Light Collector	Collector	5.02